

COUNCIL  
AGENDA

SEPT 22, 1975

PROCEEDINGS

MONDAY, SEPTEMBER 22, 1975

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
1. CITY COUNCIL MEETING	1:30 p.m.	Council Chambers

Prepared by: Clerk's Department  
Date: September 18, 1975  
Time: 2:15 p.m.

COUNCILLORS ARE REQUESTED TO CONTACT THE APPROPRIATE  
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER  
EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY  
ITEM ON THE AGENDA.

THE COUNCIL OF  
THE CORPORATION OF THE CITY OF MISSISSAUGA

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A G E N D A

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DATE: MONDAY, SEPTEMBER 22, 1975  
TIME: 1:30 P.M.  
PLACE: CITY COUNCIL CHAMBERS  
1 City Centre Drive,  
Mississauga, Ontario

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1. PRAYER

2. MINUTES OF COUNCIL MEETINGS: - September 8, 1975  
September 12, 1975  
Verbal motion to adopt September 15-17, 1975

3. DEPUTATIONS:

(a) FILE 32-75 - COMMITTEE OF ADJUSTMENT

Mrs. Temporale - re non-enforcement of Committee of Adjustment conditions on adjoining property on Oakwood Avenue.

(b) FILE 32-75 - (CAB 235/75M)

Mr. McCardy, re council resolution #548 to appeal decision of Committee of Adjustment on this application. (General Committee Report September 3/75, Item #882. See attachment C-1)

(c) FILE 33-75 - BUDGET (1974 Financial Statements)

DELOITTE, HASKINS & SELLS - presentation of 1974 Financial Statements.

4. PUBLIC QUESTION PERIOD

5. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-12
- (b) ITEMS REQUIRING DIRECTION - C-1

6. NOTICES OF MOTION

Nil

7. REPORTS FROM MUNICIPAL OFFICERS - Attachments R-1 to R-12

- (a) R-1 - Report from City Engineer re P.N. 75-042 - Front End Loader Contract. Resolution available.
- (b) R-2 - Report from City Engineer re P.N. 75-043 - side-walk snow plowing contract. Resolution available.
- (c) R-3 - Report from City Engineer re P.N. 75-020A - rental of single axle dump trucks. Resolution available.
- (d) R-4 - Report from City Engineer re P.N. 75-022 - supply of cab and chassis trucks. Resolution available.
- (e) R-5 - Report from City Engineer re P.N. 75-019 - supply of Hopper Type sanding equipment. Resolution available.
- (f) R-6 - Report from City Engineer re P.N. 75-026 - Sodium Chloride contract. Resolution available.
- (g) R-7 - Report from City Engineer re P.N. 74-143 - construction of storm sewers at Contour Drive and Bexhill Road. Award to Arpani Construction. Resolution available.
- (h) R-8 - Report from City Engineer to assume works in R.P. 888 (Mount Blanc Subdivision) All Engineering requirements have been complied with.
- (i) R-9 - Report from City Engineer to assume works in R.P. 851 (Donlevy Court - T-19461). All Engineering requirements have been met.

September 22, 1975.

7. REPORTS FROM MUNICIPAL OFFICERS CONTINUED

- (j) R-10 - Report from City Engineer re P.N. 73-094 - Hurontario Street/Mineola Road intersection improvement (connecting link). Resolution available.
- (k) R-11 - Report from Director of Supply and Services re increase in gasoline, diesel fuels & heating oils. To be received.
- (l) R-12 - Report from Engineering and Planning re North-North Dixie Development and Traffic. (Not available at time of printing)

8. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS FROM COMMITTEES

Verbal motion

9. COMMITTEE REPORTS

- (a) GENERAL COMMITTEE REPORT SEPTEMBER 17, 1975.

10. COMMITTEE TO RISE

Verbal motion

September 22, 1975.

11. PETITIONS

Nil

12. UNFINISHED BUSINESS

(a) UB - 1 - INTERIM DRAFT WEST PARKWAY BELT PLAN

Referred to Council by General Committee

13. BY-LAWS

Verbal motion to give required number of readings.

#439-75 - A By-law to authorize the execution of an Engineering Agreement between Palan Limited and The Corporation of the City of Mississauga. (Agreement required for the creation of five residential lots off Terlin Blvd. Located west of Mississauga Road and north of Indian Road. All City requirements have been met.)

THREE READINGS REQUIRED

#440-75 - A By-law to authorize the execution of an Engineering Agreement between Ben-Ted Construction Limited and The Corporation of the City of Mississauga. (Agreement required for the development of industrial lots off Hensall Circle. South of Dundas Street East and west of Cawthra Road. All City requirements have been met.)

THREE READINGS REQUIRED

#441-75 - A By-law to change the name of a public highway in the City of Mississauga. (Part of Fifth Line West being renamed Erin Mills Parkway. As recommended by Street Names Committee and approved by Council on July 14, 1975.)

TWO READINGS REQUIRED

13. BY-LAWS CONTINUED

- #442-75 - A By-law to change the name of a public highway in the City of Mississauga. (Part of Queen Street in Ward 1 being renamed McGill Street. As recommended by Street Names Committee and adopted by Council on July 14, 1975.)

TWO READINGS REQUIRED

- #443-75 - A By-law to change the name of a public highway in the City of Mississauga. (Part of Queen Street in Ward 1 being renamed McGill Street. As recommended by Street Names Committee and adopted by Council on July 14, 1975.)

TWO READINGS REQUIRED

- #444-75 - A By-law to change the name of a public highway in the City of Mississauga. (All of Second Street in Ward 7 being renamed Gardner Avenue. As recommended by Street Names Committee and adopted by Council on July 14, 1975.)

TWO READINGS REQUIRED

- #445-75 - A By-law to lift a one foot reserve and to establish certain lands as part of the municipal highway system. (One foot reserve adjoining Lot 133, R.P. 655, to be established as part of Truscott Drive.)

THREE READINGS REQUIRED

- #446-75 - A By-law to execute an Agreement. (Agreement between Toronto Transit Commission and the Corporation re use of Long Branch Loading platform.)

THREE READINGS REQUIRED

- #447-75 - A By-law to amend By-law 5500 as amended. (File OZ-17-75 - Markborough Properties. Lots 6, 7 and 8, Conc. 6. W.H.S. Neighbourhoods 4 and 5. West of Erin Mills Parkway, south of Aquitaine Avenue.)

THREE READINGS REQUIRED

September 22, 1975.

13. BY-LAWS CONTINUED

#448-75 - A By-law to authorize execution of agreements for municipal purposes. (Agreements for the following projects in the City of Mississauga:

P.N. 75-068 - awarded to Ambro Materials & Constr. by resolution #538

P.N. 74-141 - awarded to Lisanti Projects Limited by resolution 367

P.N. 74-156 - awarded to Lisanti Projects Limited by resolution 481

P.N. 74-157 - awarded to Lisanti Projects Limited by resolution 480

P.N. 74-121 - awarded to Lisanti Projects Limited by resolution 474

TR-19-1975 - awarded to Furfari Paving Limited by resolution 496)

THREE READINGS REQUIRED

#449-75 - A By-law to authorize execution of a Quit Claim. (The City will be transferring lands inadvertently acquired through an error in the Land Titles Office, from Welcome Investments - subdivision lands north of the Queensway and east of Mavis Road.)

THREE READINGS REQUIRED

#450-75 - A By-law to lift a One Foot reserve. (This allows access into Dr. Suntok's property as approved by Council Sept. 8 - General Committee item 884.)

THREE READINGS REQUIRED

#451-75 - A By-law to establish certain lands as part of the municipal highway system. (Part of Tedwyn Road required in accordance with Division of Land application CAB 143/75.)

THREE READINGS REQUIRED

#452-75 - A By-law to authorize execution of a Consignment whereby the City agrees to the transferring of an agreement from Trimac Investments to new purchasers. Lands located north of Britannia Road and east of Dixie Road.)

THREE READINGS REQUIRED

September 22, 1975.

14. MOTIONS

- (a) Adopt General Committee Report September 17, 1975
- (b) Front End Loader - P.N. 75-042
- (c) P.N. 75-043 - Sidewalk snow plowing
- (d) P.N. 75-020A - rental of single axle dump trucks
- (e) P.N. 75-022 - contract for supply of Cab & Chassis Trucks
- (f) P.N. 75-019 - contract for supply of hopper type sanding equipment
- (g) P.N. 75-026 - contract for supply of sodium chloride
- (h) P.N. 74-143 - award tender to Arpani Construction
- (i) Assume works in R.P. 888.
- (j) Assume works in R.P. 851
- (k) Approval of submission to Ministry re improvements at Hurontario Street and Mineola Road.
- (l) Award Tender TF-3-1965-Fire Dept. recording device.  
H. Baldwin's report received at Sept. 8 council meeting.
- (m) Re Blood donor clinic January 2, 1975. (D. Culham)
- (n) Grant permission for Jaycees to use Pirri's market for sale of Christmas trees.
- (o) School support change - I. E. Williams - from Separate to Public
- (p) Retention of crossing guard at Texaco Refinery
- (q) Re Citizen input on development of the City (H. McCallion)

September 22, 1975.

15. NEW BUSINESS

Nil

16. COUNCIL TO MOVE INTO COMMITTEE FOR "IN CAMERA" ITEMS

Verbal motion required

17. COMMITTEE TO RISE

Verbal motion required

18. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion to give required number of readings

19. ADJOURNMENT

Verbal motion required

MESH LIMITED

41 Robinglade Dr.

Islington, Ont

622-5673

C-1

September 17, 1975

The Mayor and Members  
of Council,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Attention: Mr. T. Julian,  
Clerk.

Ladies & Gentlemen:

Re: Land Division Appeal,  
Rosewood Ave., and Mesh Limited.

According to Mr. Piroff of the Legal Department, the objection is based solely on the possible need for this land to facilitate further expansion of the G.O. train facilities. This possibility was brought to the attention of your Planning Board by us after hearing rumours in this direction.

On October 11, 1974 A. Adamson sent an enquiry to T.A.T.O.A. Copy of their reply attached. Before spending additional money, we approached the vendor C.N.R. re the same enquiry. After a week of research they advised us that the C.N.R. would be required to provide the lands when expanded facilities were needed and they had definite properties in mind should the need arise. They brought to our attention that they were aware of future needs when they removed the Port Credit Station.

Since that time a great deal of planning and consulting has been done to meet with Planning Board's wishes for low density development of this land.

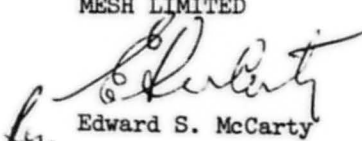
Following my appearance before General Committee the first week of March this year when Mayor Dobkin's motion was passed unanimously, we and the architects have spent considerable time and money on this development. Our time has run out. We must close the transaction and take the deed to the land subject to the Land Division Committee's restrictions.

I request Council to consider the facts and withdraw their appeal at the meeting of September 22, 1975. This will enable us to close on September 30, 1975.

Yours truly,

MESH LIMITED

DIRECTION REQUIRED

  
Edward S. McCarty



## Toronto Area Transit Operating Authority

3625 DUFFERIN STREET 1, DOWNSVIEW, ONTARIO M3K 1Z2 (416) 630 2635

MEMBERS:  
A.T.C. MINAH  
Chairman  
P.V. GORMAN  
Municipality of Metropolitan  
Toronto  
L.H. PARSONS  
Regional Municipality of Peel  
G.E. WRIGHT  
Regional Municipality of York  
Managing Director  
W.T. HOWARD

C-1a

October 22, 1974

Mr. A. Adamson,  
Director,  
Development Control,  
Planning Department,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario  
L5B 1M2

*Handwritten notes:*  
JHE  
Send copy to office

Dear Sir:

Re: Part of Block A, Lots 15,16,17,18 and  
Part of Lot 19, Registered Plan B-10  
Mesh Limited

This will acknowledge your letter and plan attachment of October 11, 1974, regarding the subject property.

Please be advised that this Authority has no objections to the application to amend the zoning By-Law from 'P' (Open Space) to 'R3'.

Yours truly,

*Handwritten signature: H. W. Clelland*

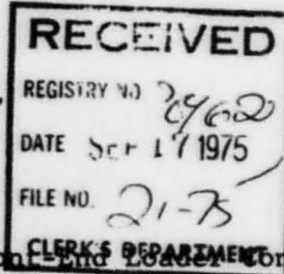
H. W. Clelland,  
Manager,  
Plant Division

HWC:el

CITY OF MISSISSAUGA  
Engineering and Works Department

R-1

September 17, 1975.  
Our File: P.N. 75-042  
04-00-150.1



Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies and Gentlemen:

SUBJECT: Supply of Front-End Loader Contract  
P.N. 75-042

ORIGIN: Works Department

COMMENT: Attached hereto is a summary of tenders received and opened by the Committee of Council on Tuesday, August 26, 1975.

It is anticipated at this time that a Front-End Loader for the District No. 5 Yard will not be required due to the lack of a definite arrangement for stockpile facilities. Hence the City Front-End Loader will be utilized for the loading of salt and salt-sand mix at the Mavis Road Yard.

RECOMMENDATION: We recommend that the contract for the Supply of Front-End Loader not be approved.

A draft resolution to this effect is attached.

Yours very truly,

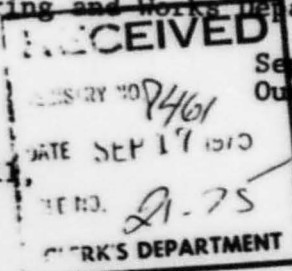
W.P. Taylor, P. Eng.  
Commissioner of Works,  
Building & Engineering.

2415  
MWB:bm  
CC:Mr.H.J. Baldwin  
Encl.

TO BE RECEIVED.  
RESOLUTION AVAILABLE

CITY OF MISSISSAUGA  
Engineering and Works Department

R-2



September 17, 1975.  
Our File: P.N. 75-043  
04-00-150.4

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies and Gentlemen:

SUBJECT: Sidewalk Snow Plowing Contract, P.N. 75-043

ORIGIN: Works Department

COMMENTS: Listed below is a summary of tenders received and opened by the Committee of Council on Tuesday, September 2, 1975.

- 1) Michael Romanuik  
2 Tractors with 'V' plow at \$12.50 per operational hour
- 2) Lloyd Moore Haulage Limited  
1 Loader at \$18.00 per operational hour

The tender was for the Supply of up to six (6) tractors with 'V' plows.

This contract was tendered with the intention of obtaining sidewalk snow plowing units without the expense of a standby rate. All tenders submitted were qualified by a request for a standby rate. Due to the number of bids received as a result of a standby rate not being incorporated in the contract, we recommend that the contract for Sidewalk Snow Plowing be retendered with the inclusion of a standby rate.

RECOMMENDATION: We recommend that the contract for Sidewalk Snow Plowing, P.N. 75-043, not be approved.

A draft resolution to this effect is attached.

We recommend that the Sidewalk Snow Plowing Contract be retendered for the above mentioned reasons.

Yours very truly,

*W.P. Taylor*  
W.P. Taylor, P. Eng.  
Commissioner of Works,  
Building & Engineering.

MWB:bm  
CC:Mr.H.J. Baldwin  
Encl.

TO BE RECEIVED.  
RESOLUTION AVAILABLE

R-2a

CITY OF MISSISSAUGA  
Engineering and Works Department

Summary of Tenders received by General Committee of the City of Mississauga at a Public Tender Opening on August 26, 1975.

CONTRACT P.N. 75-042

SUPPLY OF FRONT-END LOADER CONTRACT

<u>Bidder</u>	<u>Description</u>	<u>No. of Units</u>	<u>Daily Standby Rate per Unit</u>	<u>Hourly Operationa Rate per Unit</u>
T. and E. Paving	John Deere 400 loader-backhoe	1	22.00	22.00
Howe Moore Haulage Ltd.	Michigan 4 Wheel Drive-2½ cu.yd.	1	22.00	24.50
Busch Const. Ltd.	544A John Deere Articulated Rubber Tired P.E.L. 1 3/4 cu.yd.	1	22.00	29.50
Irwin & Company Construction Ltd.	2½ cu.yd. loader	1	22.00	36.75

CITY OF MISSISSAUGA  
Engineering and Works Department

R-3

RECEIVED

REGISTRY NO. 8463

DATE SEP 17 1975

FILE NO. 21-75

CLERK'S DEPARTMENT

September 17, 1975.

Our File: P.N. 75-020A

04-00-150.1

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies and Gentlemen:

SUBJECT: Contract for the Rental of Single Axle Dump Trucks for  
General Maintenance Work and Winter Snow Plowing.  
P.N. 75-020A

ORIGIN: Works Department

COMMENTS: Listed below is a summary of tenders received and opened  
by the Committee of Council on Tuesday, August 26, 1975.

1) Lloyd Moore Haulage Ltd. 1 truck at \$18.00 per hour

The tender was for the rental of four (4) Single Axle Dump  
Trucks for General Maintenance Work and Winter Snow Plow-  
ing. The specifications stipulated that the trucks shall  
be equipped with one-way snow plow and snow wing.

The bid received from Lloyd Moore Haulage Ltd. was qualified  
such that one vehicle would perform the General Maintenance  
and another vehicle would perform the required Snow Plowing.

It was the intent of this tender to obtain units that  
would perform the snow plowing and general maintenance acti-  
vities and thus reduce the number of units required under  
the Road Snow Plowing Contract. However, due to the lack  
of interest in the tender in this form and the high hourly  
rate tendered, we recommend that the Rental of Single Axle  
Dump Trucks for General Maintenance Work be retendered  
separately and that the additional snow plowing units be  
obtained under the Road Snow Plowing Contract.

RECOMMENDATION: We recommend that the Contract for the Rental of Single  
Axle Dump Trucks for General Maintenance Work and Winter  
Snow Plowing not be approved.

A draft resolution to this effect is attached.

We recommend that the Rental of Single Axle Dump Trucks for  
General Maintenance Work and Winter Snow Plowing be carried  
out under two separate contracts.

Yours very truly,

*W.P. Taylor*

W.P. Taylor, P. Eng.  
Commissioner of Works,  
Building & Engineering.

MWB:bm  
CC:Mr.H.J. Baldwin  
Encl.

TO BE RECEIVED.  
RESOLUTION AVAILABLE

R-4

CITY OF MISSISSAUGA  
Engineering and Works Department

September 4, 1975.  
Our File: P.N. 75-022  
04-00-150.4

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies and Gentlemen:

**SUBJECT:** Supply of Cab and Chassis Trucks Contract  
P.N. 75-022

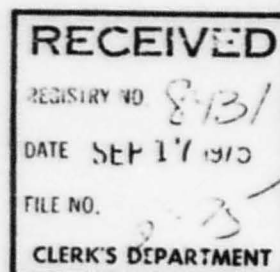
**ORIGIN:** Works Department

**COMMENTS:** Attached hereto is a summary of tenders received  
and opened by the Committee of Council on Tuesday,  
August 26, 1975.

The tender was for the supply of up to eight (8)  
Single Axle and one (1) Tandem Axle Cab and Chassis  
Trucks.

The hourly operational rate per unit tendered by  
Royel Paving Limited for Single Axle Type is very  
expensive. We are therefore, recommending two (2)  
Tandem Axle Type and seven (7) Single Axle Type  
Cab and Chassis Trucks.

**RECOMMENDATIONS:** We recommend contracts for Supply of Cab and Chassis  
Trucks, P.N. 75-022, be awarded as follows;



- 1) M.S.O. Construction Limited  
1 Tandem Axle Type at \$9.90 per operational hour  
2 Single Axle Type at \$9.90 per operational hour
- 2) Herb Campbell  
1 Tandem Axle Type at \$11.75 per operational hour
- 3) Dave Belford Grading & Trucking Limited  
2 Single Axle Type at \$10.00 per operational hour
- 4) George Forrest Brown Limited  
1 Single Axle Type at \$12.50 per operational hour
- 5) Bramall & Company Construction Limited  
2 Single Axle Type at \$15.00 per operational hour

TO BE RECEIVED.  
RESOLUTION AVAILABLE

...cont...

R-4a

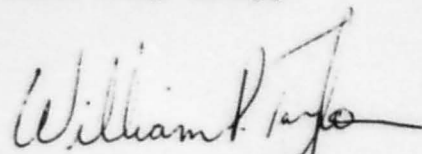
CITY OF MISSISSAUGA  
Engineering and Works Department

September 4, 1975.  
Our File: P.N. 75-022  
04-00-150.4

Page 2

A draft resolution to this effect is attached.  
This award is subject to the approval of the  
Ministry of Transportation and Communications.

Yours very truly,



W.P. Taylor, P. Eng.  
Commissioner of Works,  
Building and Engineering.

2405  
MWB:bm  
CC:H.J. Baldwin

CITY OF MISSISSAUGA  
Engineering and Works Department

Summary of tenders received by General Committee of the City of Mississauga at a Public Tender opening on August 26, 1975.  
Contract P.N. 75-022

SUPPLY OF CAR AND CHASSIS TRUCKS CONTRACT

<u>Bidders</u>	<u>Description</u>	<u>No. of Units</u>	<u>Daily Standby Rate per Unit</u>	<u>Hourly Operational Rate per Unit</u>	<u>Estimated Vehicle Standby Cost (166 Days)</u>	<u>Estimated Vehicle Operational Cost (Average 200 hrs.)</u>	<u>Total Estimate Cost Per Vehicle</u>
<u>TANDEM AXLE TYPE</u>							
MSO Construction Ltd.		1	35.00	9.90	5,810.00	1,980.00	7,790.00
Herb Campbell	Chev.	1	35.00	11.75	5,810.00	2,350.00	8,160.00
Larry Wilkinson	R-600 Mack. 1972	1	35.00	14.50	5,810.00	2,900.00	8,710.00
Royal Paving Limited		1	35.00	47.00	5,810.00	9,400.00	15,210.00
<u>SINGLE AXLE TYPE</u>							
MSO Construction Ltd.		2	25.00	9.90	4,150.00	1,980.00	6,130.00
Dave Belford Grading & Trucking Ltd.	Dodge 1974	2	25.00	10.00	4,150.00	2,000.00	6,150.00
George Forrest Brown Ltd.		1	25.00	12.50	4,150.00	2,500.00	6,650.00
Bramall & Co. Const. Ltd.		2	25.00	15.00	4,150.00	3,000.00	7,150.00
Royal Paving Limited		3	25.00	45.00	4,150.00	9,000.00	13,150.00

R-446

R-5

CITY OF MISSISSAUGA  
Engineering and Works Department

September 4, 1975.  
Our File: P.N. 75-019  
04-00-150.4

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies and Gentlemen:

**SUBJECT:** Supply of Hopper Type Sanding Equipment  
P.N. 75-019

**ORIGIN:** Works Department

**COMMENTS:** Attached hereto is a summary of tenders received  
and opened by the committee of Council on Tuesday,  
August 26, 1975.

The tender was for the supply of up to eighteen  
(18) Tandem Axle Type and twelve (12) Single Axle  
Type Hopper Sanders. All units were to be equipped  
with automatic controls to regulate the flow of  
salt or sand, with the provision of manual control,  
if necessary.

The Single Axle Type Hopper Sanders tendered by  
Yale Landscaping Limited and Lloyd Moore Haulage  
Limited are not equipped with automatic controls  
and therefore do not meet the contract specifi-  
cations. We are therefore, recommending twenty  
(20) Tandem Axle Type and ten (10) Single Axle  
Type Hopper Sanders.

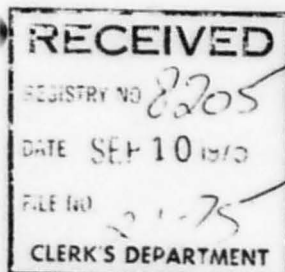
The rate bid is an hourly operational rate per unit.

**RECOMMENDATION:** We recommend contracts for Supply of Hopper Type  
Sanding Equipment, P.N. 75-019, be awarded as follows:

- 1) Suburban Heating Limited  
4 Tandem Axle Type at \$30.00 per operational hour
- 2) M.S.O. Construction Limited  
4 Tandem Axle Type at \$39.00 per operational hour  
5 Single Axle Type at \$38.00 per operational hour
- 3) Lloyd Moore Haulage Limited  
7 Tandem Axle Type at \$39.50 per operational hour

TO BE RECEIVED.  
RESOLUTION AVAILABLE

...Cont...



R-5a

CITY OF MISSISSAUGA  
Engineering and Works Department

Page 2

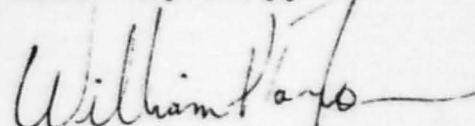
September 4, 1975.  
Our File: P.N. 75-019  
04-00-150.4

- 4) Royal Paving Limited  
5 Tandem Axle Type at \$44.50 per operational hour  
5 Single Axle Type at \$42.50 per operational hour

A draft resolution to this effect is attached.

This award is subject to the approval of the  
Ministry of Transportation and Communications.

Yours very truly,



W. P. Taylor, P. Eng.  
Commissioner of Works,  
Building and Engineering.

Zub

MWB:bm  
CC:Mr.H.J. Baldwin  
Encl.

R-5b

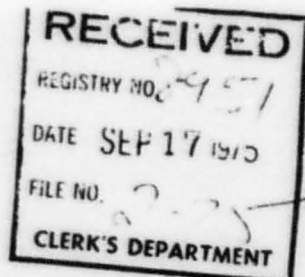
CITY OF MISSISSAUGA  
Engineering and Works Department  
Summary of Tenders received by General Committee of the City of Mississauga at a Public Tender Opening on August 26, 1975.

CONTRACT P.N. 75-019

SUPPLY OF HOPPER TYPE SANDING EQUIPMENT CONTRACT

<u>Bidders</u>	<u>Description</u>	<u>No. of Units</u>	<u>Daily Standby Rate per Unit</u>	<u>Hourly Operational Rate per Unit</u>	<u>Estimated Vehicle Standby Cost (149 Days)</u>	<u>Estimated Vehicle Operational Cost (Average 200 hrs.)</u>	<u>Total Estimated Cost Per Vehicle</u>
<u>Tandem Axle Type</u>							
Suburban Heating Ltd.		4	45.00	30.00	6,705.00	6,000.00	12,705.00
ISO Construction Ltd.		4	45.00	39.00	6,705.00	7,800.00	14,505.00
Lloyd Moore Haulage Ltd.		7	45.00	39.50	6,705.00	7,900.00	14,605.00
Royal Paving Ltd.		10	45.00	44.50	6,705.00	8,900.00	15,605.00
<u>Single Axle Type</u>							
Yale Landscaping Ltd.		2*	35.00	23.50	5,215.00	4,700.00	9,915.00
Lloyd Moore Haulage Ltd.		2*	35.00	36.00	5,215.00	7,200.00	12,415.00
ISO Construction Ltd.		5	35.00	38.00	5,215.00	7,600.00	12,815.00
Royal Paving Ltd.		5	35.00	42.50	5,215.00	8,500.00	13,715.00

\*Not Automatic



CITY OF MISSISSAUGA  
Engineering and Works Department

R-6

September 4, 1975.  
Our File: P.N. 75-026  
04-00-150.4

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies and Gentlemen:

**SUBJECT:** Sodium Chloride Contract P.N. 75-026  
**ORIGIN:** Works Department  
**COMMENTS:** Listed below is a summary of tenders received and opened by the Committee of Council on Tuesday, August 26, 1975:  
1) The Canadian Salt Company Limited  
\$164,560.00

The tender price represents an increase of 11 percent in the unit price as accepted in 1974.

**RECOMMENDATION:** We recommend that the contract for Sodium Chloride be awarded to the Canadian Salt Company Limited, the only bidder, at the tendered price of \$164,560.00.

A draft resolution to this effect is attached.

This award is subject to the approval of the Ministry of Transportation and Communications.

Yours very truly,

*William P. Taylor*  
W. P. Taylor, P. Eng.  
Commissioner of Works,  
Building and Engineering.

243  
MWB:bm  
CC:Mr. H.J. Baldwin  
Encl.

TO BE RECEIVED.  
RESOLUTION AVAILABLE



# City of Mississauga

## MEMORANDUM

R-7

To The Mayor and Members of Council

From W.P. Taylor, P.Eng., Commissioner,

Dept.

Dept. Engineering, Works & Building Dept.

September 17, 1975.

Our File P.N. 74-143

### SUBJECT

: Construction of Storm Sewers at Contour Drive and Bexhill Road.

### ORIGIN

: Engineering, Works & Building Dept. (Capital Works Programme).

### COMMENTS

**RECEIVED**  
REGISTRY NO. 8452  
DATE SEP 17 1975  
FILE NO. 21-75  
CLERK'S DEPARTMENT

: Listed below is a summary of tenders received and opened by a Committee of Council on Tuesday, September 16, 1975.

- |                             |             |
|-----------------------------|-------------|
| 1. Arpani Construction Ltd. | \$23,343.85 |
| 2. D. Cosentino Co. Ltd.    | \$30,326.85 |
| 3. J & V Construction       | \$39,154.85 |

### RECOMMENDATION

: We recommend that the contract for the construction of storm sewers at Contour Drive and Bexhill Road be awarded to Arpani Construction Ltd., the lowest bidder at the tendered price of \$23,343.85.

This award is subject to the approval of the Ministry of Transportation and Communications as well as the Ontario Municipal Board.

A draft resolution to this effect is attached.

DM/br  
BES

W.P. Taylor, P.Eng.,  
Commissioner,  
Engineering, Works & Building

Encl.

TO BE RECEIVED. RESOLUTION AVAILABLE



City of Mississauga

MEMORANDUM

R-8

To Mr. T. L. Julian, From Mr. W. P. Taylor,  
Dept. Clerks. Dept. Engineering, Works & Building.

September 8th, 1975.

Dear Sir:

Re: Mount Blanc Subdivision  
R.P. 888  
Our File: P.N. 44-67

As far as this Department is concerned the Developer has complied with all requirements of the Engineering Agreement.

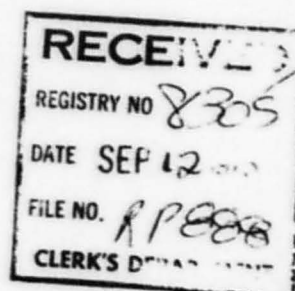
We, therefore, recommend assumption of the works by the City and release of all securities to the developer.

Yours very truly,

*William Taylor*  
W. P. Taylor, P.Eng.,  
Commissioner,  
Engineering, Works & Building.

OPT:cs

c.c. B. E. Swedak  
S. D. Lawson  
W. Richmond  
Region of Peel



TO BE RECEIVED.  
RESOLUTION AVAILABLE



City of Mississauga

MEMORANDUM

R-9

To Mr. T. L. Julian,  
Dept. Clerks.

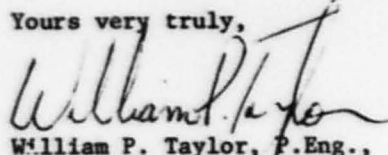
From Mr. W. P. Taylor, P.Eng.,  
Dept. Engineering, Works & Bldg.

September 5th, 1975.

Re: Donlevy Court - T-19461  
RP 851  
Our File: P.N. 110-68

As far as this Department is concerned the Developer has complied with all requirements of the Engineering Agreement.

We therefore recommend assumption of the works by the City and release of all securities to the developer.

Yours very truly,  
  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering, Works & Building.



BB/cs

c.c. Mr. W.J. Richmond.

TO BE RECEIVED.  
RESOLUTION AVAILABLE



# City of Mississauga

## MEMORANDUM

R-10

To Mayor and Members of Council

From William P. Taylor, P. Eng.,

Commissioner,

Dept.

Dept. Engineering, Works & Building.

RECEIVED

REGISTRY NO. 8176

DATE SEP 9 1975

FILE NO. 8-75  
22-75

CLERK'S DEPARTMENT

9 September 1975.

Files: P.N. 73-094  
04-00-150.1

SUBJECT: Hurontario Street/Mineola Road Intersection Improvement Program  
(Connecting Link)

ORIGIN: 1975 Capital Budget

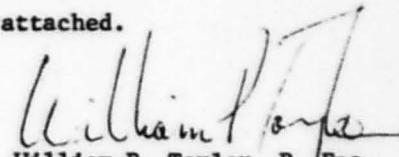
COMMENTS: The Engineering Department has successfully concluded a contract review of plans and documents with the Ministry of Transportation and Communications for the intersection improvement works proposed at Hurontario Street/Mineola Road intersection.

The Ministry of Transportation and Communications requires that the City of Mississauga execute an agreement as set out on form AB-PR-17A, prior to their final approval being issued for the subject improvement works.

Attached find an estimated cost breakdown of the various items incorporated in the contract documents (Form of Tender) and form AB-PR-17A for execution by Mayor and Clerk.

RECOMMENDATION: That the Council of the City of Mississauga approve the submission to the Ministry of Transportation and Communications of a proposal and estimate of cost regarding intersection improvements at Hurontario Street/Mineola Road as set out on forms AB-PR-17A and AB-PR-3.

A resolution to this effect is attached.

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering, Works & Building.

BES/kf

c.c. M. A. Millard

TO BE RECEIVED.  
RESOLUTION AVAILABLE.



City of Mississauga  
MEMORANDUM

R-11

To Mr. T. L. Julian From Supply and Services  
Dept. Deputy-Clerk Dept. \_\_\_\_\_

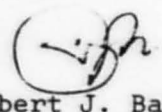
September 9, 1975

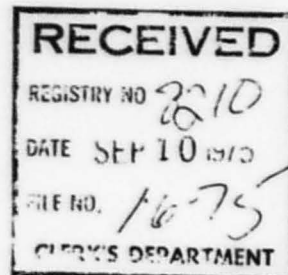
SUBJECT: INCREASE IN GASOLINE, DIESEL FUELS & HEATING OILS

The attached is only to inform Council that effective October 1, 1975 there will be an increase in the cost of Gasoline, Diesel Fuels and Heating Oils.

Unfortunately Shell Canada Limited is unable to advise the amount of the increase. When this is known we will advise you.

RDH:pr  
Encl.

  
Herbert J. Baldwin  
Director of Supply and Services



TO BE RECEIVED.



R-11a

Shell Canada Limited

From The District Office At  
3701 Chesswood Drive  
Downsview, Ontario  
M3J 2P6

September 3, 1975

Corporation of City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Attention: Mr. R. D. Hasted  
Purchasing Agent

Dear Sir:

We wish to advise you that effective October 1, 1975, our prices to you, for Motor Gasolines, Diesel Fuels and Heating Oils, will be increased. This adjustment results from recent crude cost increases in Western Canadian crudes and the corresponding reductions in the Federal compensation on imported products.

We are advising you of these anticipated price increases so that you may be guided accordingly in your future planning. Regretfully we are not in a position at the moment to advise the amount of the October 1st increases. We will forward details to you as soon as they are determined. In the meantime, prevailing prices will remain in effect until October 1, 1975.

Yours very truly,

H. Thomson  
Sales Representative



I-1

Ministry of  
Culture and  
Recreation

Parliament Buildings  
Queen's Park  
Toronto Ontario



Sports and Fitness Division,  
25th Floor, 400 University Ave.,  
Toronto, Ontario.

965-5399

September 11, 1975.

D.R. Turcotte,  
Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Mr. Turcotte,

Your applications for a Capital Grant under the  
Community Recreation Centres Act with respect to the  
following community centres have been reviewed.

In consideration of expenditures estimated as be-  
low, the following grants may be expected under Section  
6 of the above Act, and are conditional upon meeting  
the requirements of the Act.

<u>Centre</u>	<u>Expenditures</u>	<u>Grant</u>
Clarkson Arena and Hall	\$ 30,000.00	\$ 7,500.00
Huron Park Arena	7,000.00	1,750.00
Cawthra Arena	6,000.00	1,500.00
Port Credit Arena	14,000.00	3,500.00

Yours very truly,

*Leslie Wilson*

Leslie Wilson (Ms.)  
Administrative Assistant

c.c. John Barrett-Hamilton

TO BE RECEIVED. COPIES SENT TO  
D. OGILVIE AND E. HALLIDAY



Community Centres Section **I-2**  
Sports and Fitness Division  
25th Floor, 400 University Ave.  
Toronto, Ontario

Ministry of  
Culture and  
Recreation

Parliament Buildings  
Queen's Park  
Toronto Ontario

August 29, 1975

Mr. I.F. Markson  
City Manager  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Dear Mr. Markson:

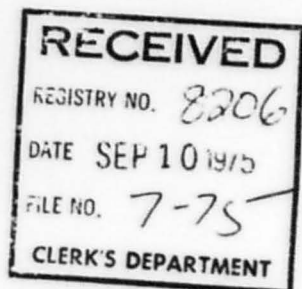
This is further to your letter of July 31st to the Honourable Robert Welch, and his reply dated August 15th, regarding capital assistance to the Mississaugas of the New Credit for their recreation centre.

Representatives of this Ministry have been working with the Band on this project since early 1975, and a tentative funding arrangement has been agreed upon, the terms of which seem to meet the needs of the Band. I am satisfied, as is the Band, that the centre will be successfully completed and operated.

The interest in and assistance to the Mississaugas by the City of Mississauga is sincerely appreciated.

Yours very truly,

Ed Belfry  
Executive Officer  
Sports and Fitness Division



TO BE RECEIVED.





R 741529

I-3a

ONTARIO MUNICIPAL BOARD

- 2 -


further modified as follows:

the words "detached and semi-detached" being Exhibit #3, page 6, Section 2 (a)(VII) be deleted and the following inserted:

"a mix of single family residences, semi-detached residences and townhouse residences, at the rate of 10 units to the acre; and in the event that the option is exercised as to part of the lands only then the balance of the lands outlined in red on Schedule "A" shall be developed by the owner on the same basis."

the said amendment, as so modified, is hereby approved save and except in so far as such approval applies to to certain lands set out in Schedules "A" and "B" attached hereto and forming part of this order, the application for approval of such lands having been adjourned sine die.

K. C. ANDREWS  
SECRETARY

ENTERED	
O. B. No.	R 741
Folio No.	109
SEP 11 1975	
	
SECRETARY, ONTARIO MUNICIPAL BOARD	



R 741529

I-34

ONTARIO  
MUNICIPAL BOARD

SCHEDULE "A" TO THE ORDER OF THE ONTARIO  
MUNICIPAL BOARD MADE ON THE 14th DAY OF  
FEBRUARY, 1975

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the City of Mississauga (formerly in the Township of Toronto,) in the County of Peel and Province of Ontario and being composed of Part of Lot Thirty-two (32) in the Third Concession south of Dundas Street, which may be more particularly described as follows:

BEGINNING at a point in the northerly limit of the road allowance between Concessions Three and Four, said point being distant Seven Hundred and Seventy-seven Feet Eleven Inches (777' 11") measured on a course of north thirty-eight (38) degrees six (6) minutes thirty seconds (30) from the south-westerly angle of said Lot Thirty-two; THENCE continuing north thirty-eight degrees six minutes thirty seconds east one hundred and forty-nine feet nine and one-quarter inches to an iron pipe planted at the point of commencement in the said northerly limit; THENCE north forty-four degrees fifty-seven minutes West Two Hundred Feet (200') to an iron pipe planted; THENCE north thirty-eight degrees six minutes thirty seconds east Two Hundred Feet (200') to an iron pipe planted; THENCE south forty-four degrees fifty-seven minutes East Two Hundred Feet (200') to an existing iron pipe in the said northerly limit of road allowance; THENCE south thirty-eight degrees six minutes thirty seconds west along the said northerly limit a distance of Two Hundred Feet (200') to the point of commencement.



R 741529

I-32

ONTARIO  
MUNICIPAL BOARD

SCHEDULE "B" TO THE ORDER OF THE ONTARIO  
MUNICIPAL BOARD MADE ON THE 14th DAY OF  
FEBRUARY, 1975

59 acres of lands described as prts 1 to 22,  
both inclusive on Plan of Reference 43R-2347



# Mississauga Jaycees

POST OFFICE BOX 36  
MISSISSAUGA, ONTARIO  
L5A 2Y9

INC.



I-4

TO BUILD A BETTER MAN — TO BUILD A BETTER WORLD

September 12, 1975

The City of Mississauga  
David R. Turcotte, City Clerk  
1 City Centre Drive  
Mississauga, Ontario

Dear Sir:

As a means of obtaining funds to support our 1975-1976 Community Development Projects, the Mississauga Jaycees would like to sell Christmas Trees again this coming December.

Last year we were permitted the use of the site that was known as Pirris Fruit Market on Highway 10. This proved to be a very suitable site for us then, and we would appreciate your permission to use the same site this year during the period of December 6 through to December 31, 1975.

We guarantee that we will clean the property on completion of the sale. Also, we have an insurance policy that will cover your property, our customers and ourselves for the duration of the project.

Your kind consideration to our request at your earliest opportunity would be greatly appreciated, as we would like to enter into a contract to purchase the trees in the very near future.

Please address your reply to - Louis Marino  
512 Karen Park Crescent  
Mississauga, Ontario L5A 3C6  
Telephone - residence 270-8932

Thanking you in advance,

Yours truly,

L.C. Marino  
Christmas Tree Sales Committee  
Mississauga Jaycees

LCM/fm

TO BE RECEIVED.  
RESOLUTION AVAILABLE

SPONSORS OF THE MISSISSAUGA LITTLE GRAND PRIX





# RED CROSS

The Canadian Red Cross Society/Ontario Division

I-5

MISSISSAUGA BRANCH

15 Hurontario Street  
Mississauga, Ontario L5G 3G8  
September 11th, 1975

RECEIVED

REGISTRY NO. 215

DATE SEP 12 1975

FILE NO. 7-75

INFORMATION OFFICE

Mr. S. Bitten  
Information Services  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Dear Mr. Bitten:

Further to our conversation of this morning and our discussion of a Blood Donor Clinic, for a number of years a pattern of special "Mayors" Blood Donor Clinics have been held involving Toronto, North York, Etobicoke and Scarborough. These are timed around Christmas and New Year's Day to help the Red Cross blood bank cope with the drop in donor attendance at regularly scheduled local clinics and the resulting problem of lack of blood available for hospital issue during the holiday season.

This year we have been asked to help fill this need with a Mayor's Blood Donor Clinic in Mississauga City Hall on Friday, January 2nd, 1976.

We trust this can be arranged and that we can look for active support from everyone at City Hall.

Very truly yours,

Mrs. M. L. Elliott  
Director - Blood Donor Service  
Mississauga Branch

MLE:gc

cc David J. Culham  
Mrs. R. F. Gollings, Chairman-Mississauga Blood Donor Service

TO BE RECEIVED.  
RESOLUTION AVAILABLE

I-6

THE AMBASSADORS MARCHING BAND  
AURORA, ONTARIO

CANADIAN NATIONAL  
JR. "E" CHAMPIONS  
1975

67 Wayne Avenue,  
SCARBOROUGH, Ontario.

RECEIVED	
REGISTRY NO	8382
DATE	SEP 15 1975
FILE NO.	7-75
CLERK'S DEPARTMENT	

Town Clerk,

Shrewsbury Ontario

Dear Sir:

The Ambassadors Marching Band is a young group, comprised of boys & girls from nine to sixteen. We have a Brass section of 32, a Percussion section of 14, and a Colour Party of 12.

The Band has just completed its first competitive season, entering 5 competitions, with 3 seconds and 2 firsts, the most recent of which was the 1975 Canadian National Championship, in Waterloo, Ontario.

With the success of 1975, goes an eye for the future, and a desire for further appearances. We are now seeking committments for the fall and winter seasons, and hoping for lots of Santa Claus Parades.

If you know of an organization in your area responsible for an event in which we might participate, we would be most gratefull, if you would pass this letter on to them.

Yours truly,



Paul D. Ranson  
Director  
Ambassadors Marching Band  
67 Wayne Avenue  
Scarborough, Ontario

Phone: Days - 416-964-7331  
Even - 416-755-7693

TO BE RECEIVED. COPY SENT TO  
E. M. HALLIDAY

60 Springbrook Gardens,  
Islington, Ont.

September 15, 1975.

I-7

Mayor Martin Dobkin & Members of Council,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga. Ont.

Dear Sirs,

Re: Superion Heights Associates Ltd.  
Part Lot 5, Concession 1, N.D.S.  
T-23801

We herewith apply to Council for approval  
and permission for pre-servicing of the above proposed  
subdivision.

Yours truly,  
SUPERION HEIGHTS ASSOCIATES LTD.

*C. Martin*

per C. Martin.

TO BE RECEIVED. REQUEST FOR PERMISSION  
TO PRESERVICE LANDS AT DIXIE & FIELDGATE

I-7a

# MAP



JOB No. 237

GRAD

## ADDITIONAL INFORMATION

UNDER SECTION 33 (2)  
OF THE PLANNING ACT

REQUIRED BY CLAUSES 8, D, C, D, E, F, G, J SHOWN ON DRAFT

I-8



September 8, 1975

Mississauga Times  
2300 South Sheridan Way  
Mississauga

Dear Sirs:

To Our Politicians: Sorry to disagree with them. First, Mississauga has some good dining places.

Secondly, If you do away with self-service, you are taking away the privilege of a person to wait upon himself, whether it be gasoline, groceries and other miscellaneous items. What right do you have to determine this for consumers? Is the next step to stop bakeries making their products with automatic machines; do away with machines that dispense coffee, pop, etc?

We are rapidly catching up with the U.S.S.R. where the politicians determine what the consumer gets. We will soon be in a parallel situation - shortages in food, housing and consumer goods.

Taxes have taken quite a jump and we are told "we haven't seen nothing compared to what is coming."

It would seem that more time should be given to how to control and confine taxes and less to self-service.

Yours truly,

*William J. Schoenhardt*  
William J. Schoenhardt

1364 Broadmoor Avenue  
Mississauga, L5G 3T5  
cc to City of Mississauga Council

TO BE RECEIVED  
TO BE ADVISED OF CITY POLICY

**The Regional Municipality of Peel**

**I-9**

September 16, 1975.

Mr. T. L. Julian,  
Deputy Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2

<b>RECEIVED</b>	
REGISTRY NO.	8468
DATE	SEP 18 1975
FILE NO.	41-75
CLERK'S DEPARTMENT	

Dear Sir:

Subject: Pedestrian Crossovers on  
Regional Roads,  
Our Reference PW-287-75

I am enclosing a copy of a report from the Commissioner of Public Works with respect to the Pedestrian Crossovers on Regional Roads which was considered by the Public Works Committee on September 2, 1975.

Council on September 11, 1975 approved the following recommendation:

"That the Regional Municipality of Peel establish a policy of Pedestrian Crossovers on Regional Roads as follows - If an Area Municipality is desirous of establishing Pedestrian Crossovers within that Municipality and they wish to construct any such crossover on a Regional Road they, the Area Municipality, shall pass the necessary by-law and, upon the approval by the Region of said by-law, shall be responsible for the necessary signing, pavement marking and maintenance."

*Richard L. Frost*

Richard L. Frost, M.A.,  
Regional Clerk.

*DAH*  
.../lr

DAH  
encl

cc: W. J. Anderson, Commissioner of Public Works

TO BE RECEIVED. REFERRED TO ENGINEERING FOR INFORMATION
--

## *The Regional Municipality of Peel I-9a*

July 31, 1975.

File: A-74

The Chairman and Members,  
Public Works Committee,  
Region of Peel.

Re: Pedestrian Crossovers

We are in receipt of a letter from the Assistant City Solicitor for Mississauga stating that Streetsville By-law 71-65 which established a crossover on Queen Street has not been repealed by the City of Mississauga and should still be in effect. The Solicitor is requesting that this by-law now be included in a Regional By-law.

This matter was considered by County Council in 1971 and a policy was established at that time. The policy, contained in a report dated July 22nd, 1971, and adopted by Council, recommended that "By-laws establishing Pedestrian Crossover locations on County Roads be enacted by the local municipalities and that the local municipalities be responsible for the necessary signing, pavement marking and maintenance.

The existing crossover on Queen Street is the only such location within the Region and in 1971 no other municipality indicated any interest in establishing a crossover policy for their area.

To date there has been no change and unless all municipalities were to establish crossovers, making it a Region-wide policy we would recommend that the Region not pass by-laws establishing Pedestrian Crossovers on Regional Roads. Therefore,

IT IS RECOMMENDED THAT the Regional Municipality of Peel establish a policy of Pedestrian Crossovers on Regional Roads as follows - If an Area Municipality is desirous of establishing Pedestrian Crossovers within that municipality and they

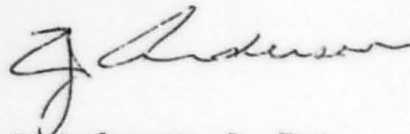
.. 2 ..

**Region of Peel**

.. 2 ..

I-9a

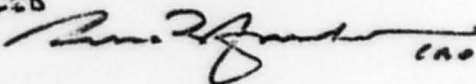
wish to construct any such crossover on a Regional Road they, the Area Municipality, shall pass the necessary by-law and, upon the approval by the Region of said by-law, shall be responsible for the necessary signing, pavement marking and maintenance.



W. J. Anderson, P. Eng.,  
Commissioner of Public Works.

RWKsh

c.c. R. L. Frost  
Regional Clerk.

AGREED  199



Ontario

I-10

Ministry of the	Office of the	Public	590 Keelo Street
Solicitor	Fire	Safety	Toronto, Ontario
General	Marshal	Division	M6N 3E3

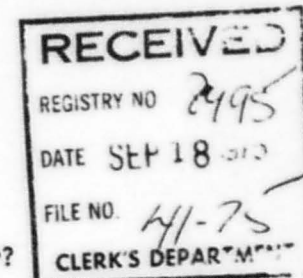
September 15, 1975

Telephone:  
965-4844

MEMORANDUM TO:

ALL MAYORS AND REEVES IN ONTARIO

Re: 1975 Fire Prevention Week (October 5 - 11)



How many fires can your community afford this year?

When you look at it that way, it is easy to see the terrible waste of lives and property created by PREVENTABLE fires in Ontario, because nine out of ten fires could have been prevented - and there were 24,367 fires in the Province last year, taking a total of 281 lives and \$128,899,427 worth of property.

Every year, the Governor General of Canada and the President of the United States find it of such serious import that they issue proclamations jointly declaring this seven days of concentrated effort "Fire Prevention Week". This originated in 1922 when both Canada and the United States were shocked by the mounting toll of lives and property in the two countries from fire.

Active preparation in this vital program by municipal council members will have lasting benefits. They should discuss with the fire chief how every householder, every merchant and every property owner can be made aware of the importance of fire prevention and take steps to remedy defective heating equipment and wiring; remove rubbish and reduce the hazard of fire; give consideration to requests for funds submitted by the fire department to carry on this work; speak at public meetings, on the radio and television in support of fire prevention and release messages for the newspaper. Most local advertisers are willing to sponsor advertisements supporting the campaign during Fire Prevention Week and material has been supplied to the newspapers for a special section on this subject.

TO BE RECEIVED.  
REFERRED TO FIRE CHIEF

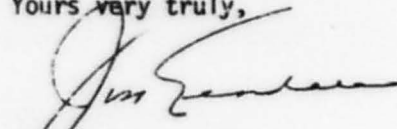
I-10a

Your fire chief has information which tells him where he may obtain fire prevention literature, posters and related material necessary to publicize the campaign. More of this may be obtained, free of charge, due to a contribution made by the Office of the Fire Marshal in co-operation with the Association of Canadian Fire Marshals & Fire Commissioners and the Canadian Association of Fire Chiefs Joint Fire Prevention Publicity Committee. Local fire departments submit fire prevention entries to this Office which are forwarded to the National Fire Protection Association in Boston for judging in classes based on the population of the municipality. It is a matter of record, that the departments with the highest standing in past years in this international contest were those which received the most co-operation from municipal councils and the various organizations in their communities. This intensive effort should be continued throughout the year.

If your municipality has no fire department, we suggest that you urge all residents to carry out a program of care, clean-up and common sense caution, not only for this week, but for all times.

May we count on your whole-hearted support to make your fire department an international winner and your community one of the most fire-safe places in Canada?

Yours very truly,



Joseph H. Kendall,  
Fire Marshal of Ontario.

JHK/ks

Distribution:

Lists A, Z and Z-1



I-11

## CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE  
THIS FILE NUMBER

September 17, 1975

### MEMORANDUM

To: All Municipalities in Credit Valley Watershed

Subject: Zero Run-Off Increase in the Credit Valley Watershed

<b>RECEIVED</b>	
REGISTRY NO.	2484
DATE	SEP 18 1975
FILE NO.	54-75
CLERK'S DEPARTMENT	

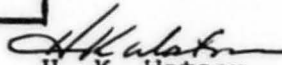
We wish to bring the following concern of the Credit Valley Conservation Authority to the attention of all municipalities within the Credit Valley Watershed. Where creeks have had their peak flows increase constantly with development over time, the point has been reached that past development is causing severe erosion, environmental damage and potential economic damage for many watercourses in urbanized areas under storm conditions. Any further development adjacent to those watercourses following existing design requirements can only aggravate the situation.

Therefore the Credit Valley Conservation Authority recommends that developers be required to undertake measures in their design toward the attainment of "zero run-off increase" to help alleviate the problem of storm sewer run-off into watercourses that are already suffering under increased run-off conditions. This design toward lowering the rate of run-off from developments should not only be undertaken where a severe problem already exists but should be considered in all developments so that the damage is minimized.

Furthermore, the Credit Valley Conservation Authority requests that municipalities ensure that buildings and other structures not be located in the floodplain areas of their watercourses. Most of the economic damage caused by flooding is in areas where people have been allowed to construct in flood susceptible areas.

The Credit Valley Conservation Authority would be pleased to answer any questions that may arise from this memorandum.

TO BE RECEIVED. REFERRED TO  
PLANNING AND ENGINEERING

  
H. K. Watson  
General Manager

AVR/gc



I-12

Ministry of  
Revenue

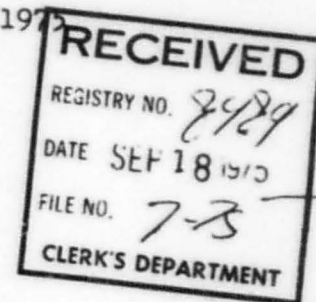
Assessment  
Region No. 15

416 / 270-8050

55 City Centre Drive  
Mississauga  
L5B 2C8

September 17th 1975

Mr. T. Julian,  
Acting City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.



Re: 1975 Municipal Enumeration

Dear Sir:

Please be advised that commencing September 19th through September 30th, we will be conducting the Annual Enumeration.

The Enumerators have Ministry of Revenue or Enumerator I.D. cards.

If you receive any calls for information, please refer them to the Regional Assessment Office, by calling 270-8050 or Zenith 86730.

Yours truly,

Robert H. Beach,  
Regional Assessment Commissioner,  
Halton-Peel.

RHB/aj

TO BE RECEIVED.



City of Mississauga

MEMORANDUM

To T. L. JULIAN From W. D. WAITE  
Dept DEPUTY CITY CLERK Dept DIRECTOR OF POLICY & RESEARCH

September 19, 1975.

File: SP 163

RE: INTERIM DRAFT PARKWAY BELT WEST PLAN

Attached please find two reports concerning the  
above noted for the attention of Council on  
September 22, 1975.

*W. D. Waite*

W. D. Waite.

WDW/ls  
Att. (2)



PART ONE

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

FILE: SP 163  
DATE: September 22, 1975

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of Mississauga Council.

FROM R. G. B. Edmunds, Commissioner of Planning.

SUBJECT The Interim Draft Parkway Belt West Plan.

ORIGIN General Committee recommendation of September 3, 1975, requesting that the August 13, 1975, Planning Staff report and the recommendations submitted by Councillors Culham and McKechnie be combined into one report for the September 22, 1975, Council meeting. Council referred the report to the General Committee meeting of September 17, 1975. Further recommendations were made by General Committee and a special ad hoc committee established to study the report in detail. These recommendations are included in this report.

COMMENTS

(i) Introduction

This submission to Council consists of two parts: Part One consists of the revised comments to the September 8, 1975, report which reviewed the recommendations of Councillors McKechnie and Culham; Part Two consists of the report and recommendations proposed as Mississauga's response to the Interim Draft Parkway Belt West Plan. Although both reports are submitted together, it is suggested that only Part Two be sent to the Province. The full report of Councillor McKechnie is in Appendix I and Councillor Culham's is in Appendix II. The comments in this memorandum follow the organization of the recommendations in Councillor McKechnie's report with the addition of Councillor Culham's recommendation.

(ii) Utility Corridor

1. The staff report endorsed the planning approach of the Interim Draft Plan as sound in the

discussion at the bottom of page 3 and the top of page 4 under the sub-title (iv) "Implications for Mississauga".

2. Although there may be some reluctance by the Provincial Government because of the considerable cost involved, the depression of Highway 403 in the southern link of the Parkway Belt would decrease its impact on the surrounding area and a recommendation that it be considered is added to the original staff report.
3. Although it is agreed in principle that traversing of the Highway 403 right-of-way with adequate public transit, automobile routes and pedestrian traffic is desirable, these aspects would be more appropriately considered when plans for the design of 403 are more definite and a decision has been made regarding the future of the north central area. With respect to the last named, the staff report discusses its significance on pages five and six and deals with it in recommendation 3.

(iii) Urban Separation and Identification of Communities

The inclusion of the additional lands in the west branch of the Humber River and Mimico Creek recommended by the Planning Committee is discussed in the second paragraph on page 5 of the staff report as a possible additional proposed open space area to be considered during the preparation of the Official Plan. The resolution and the Planning Staff report dealing with it constitute Appendix 5 of the August 13, 1975 staff report. Recommendation 2 of the staff report stated that during the preparation of the Official Plan, the Province should give consideration to providing more open space. Recommendation 12 reaffirms Council's previous resolution to include these lands in the Parkway Belt system.

(iv) Municipal Boundaries

The staff report suggested on pages 12 and 13, boundary changes that should be considered if

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the Interim Draft Parkway Belt proposals become the final plan. Although all of the Parkway Belt lands that form municipal boundaries are located outside of Mississauga, it should be noted that any development applications for these lands submitted to neighbouring municipalities are referred to Mississauga for comment. This practice has been in effect for over a year. However, interest has been shown in developing the lands east of Airport Road, south of proposed Highway 407, west of Clairville Conservation Area, north of the CNR line for low density complementary industrial use; therefore to ensure that all the Parkway Belt lands in Mississauga or in the areas along Mississauga boundaries are retained as open space or utility corridor functions and not as low density complementary industrial uses, a recommendation to that effect has been added to the staff report.

(v) Recreational Open Space and Trails System

1. The Credit River Valley in the Parkway Belt was suggested as a possible additional area on pages 4 and 5 of the staff report during the discussion of the Utility Corridor and the North Central Area. However, General Committee has recommended that the Credit River lands be included in the Parkway Belt system and recommendation two of the report has been so amended.
2. The report has been amended on page 8 endorsing a review of the current legislation.
3. A technical committee composed of representatives from Mississauga and Etobicoke has been established to study the possibility of a linear park along the Etobicoke Creek between Mississauga and Etobicoke and the Humber River watershed. Until further progress has been made by the technical committee towards establishing the requirements for this park, it is suggested that the Provincial Government be informed of the existence of the committee and its purpose.

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4. Councillor McKechnie has agreed to withdraw the suggestion regarding trailway access through Toronto International Airport. A statement regarding the priority given to the Etobicoke Creek trail system by the Interim Draft Plan is made on page 9 of the report and a recommendation for further consideration of this priority has been added (Recommendation 13) to the report in Part Two of this submission.

(vi) Additional Recommendations

(a) Malport

In view of the decision of Premier Davis to suspend further studies of the Malport site shown on the Interim Parkway Belt West Plan, all references in the August 13, 1975, staff report have been deleted and replaced by a recommendation in favour of the retention of the open space designation for these lands.

(b) Industrial Development in Parkway

This point was dealt with under (iv) "Municipal Boundaries".

- (c) Additions to the southern link between the Credit River Valley and the Oakville-Mississauga Minibelt should be considered during the preparation of the Official Plan.

(vii) Councillor Culham's Recommendation

The ad hoc committee agreed to refer this recommendation to Planning Staff for future consideration.

September 4, 1973.

To: The Mayor & Members of Council

The Parkway belt and service corridor plan has been one of the most controversial and misunderstood documents prepared by any government in recent years.

Why has this been? The main answer perhaps lies in the fact that when it was done, it was the first time in North America that such progressive legislation had been introduced to end the myth held over from pioneer settlement days that land was a commodity you covered with buildings in an ever progressing westward march across the continent.

Each owner deemed it to be his inherited or purchased right to develop his property in an urban manner and was supported by governments in this endeavour, resulting in the mass urban sprawl which faces us to-day.

Premier Davis, realizing there was still time here in Ontario to contain the urban sprawl, introduced the T.C.R. plan, the two main elements of which were:

- 1) the population allocations. (restrictions)
- 2) the parkway belt system.

The following recommendations are made with regards to the parkway belt plan as it affects Mississauga.

(A) Utility Corridor:-

RECOMMENDATION

1. That the *City* endorse the use of multi-use utility corridors as a wise use of land and a basically sound planning principle.
2. That the arterial route, to be contained in the southern link of the parkway belt (highway 403), be depressed or other means be used to lessen the impact of such a highway through the geographic centre of Mississauga.
3. That adequate public transit and automobile routes be provided across the arterial root and that special provisions be made for pedestrian traffic so that the City of Mississauga will not be broken into a group of smaller units and further that these crossings be provided at points other than the interchanges.

Continued....

continued...

- 2 -

With regards item (2) and the airport minibelt, we reserve the right to comment further if, after Official Plan Review, future development is contemplated in the hole in the doughnut, depending on population allocation, if the corridor may require expanding to an urban separator.

(B) Urban Separation & Identification of Communities

This problem has been well handled on our North & West boundaries. On our boundary with Metro Toronto, however, it has been suggested, that existing legislation covering the flood lands of Etobicoke Cr. and official plan designations of Woodbine Race Track and Humber College open space, give sufficient protection in the future. This is untrue, and the correct way to nail it down is to designate a parkway belt as explained in the W.C. Newbound resolution.

Quote

"At the east end of the north boundary of the City, the Parkway Belt is approximately 1-1/4 miles wide, and then extends to include the Clairville Conservation area. This expansion brings it south on Indian Line approximately 1/2 mile.

In retrospect it would seem appropriate that the belt be enlarged by including the future public floodplane lands of the Humber River, the semi-public lands of the Humber College, the private open space of Woodbine Race Track, the valley lands of the Mimico Creek, and then it could be a mini parkway belt following the Indian Line southerly to where it would meet the existing Airport Expressway, which is presently included in the Parkway Belt.

At this point there is a large area set aside as parkway belt. It would seem reasonable to extend southerly following the Etobicoke creek which at this point forms the City Boundary.

There are presently some areas of land which are competitive with the Parkway Belt use, ie. Fleetwood Park, Markland Golf Club, Marie Curtis Park plus smaller City Parks and private open space. This would enable the Parkway Belt to more satisfactorily meet the criteria set down by the Province as follows:

1. To define and separate communities, giving residents a sense of community identity.
2. To link communities with service corridors that will move people, goods, and information, without disrupting the communities.
3. To place open space and recreational facilities near the lakeshore cities. "

End of Quote

Continued....

Continued...

- 3 -

(C) Municipal Boundaries

Since one of the major goals of the Parkway Belt West Plan is to "support and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification", some consideration should be given to adjusting the existing boundaries between Mississauga and neighbouring municipalities. With respect to the boundary between Mississauga and Oakville, Council has already requested the Province to amend the appropriate legislation so that the lands south of Dundas Street, west of Winston Churchill Boulevard, and east of the Oakville/Mississauga Mini-belt, will become part of Mississauga.

Contrary to popular belief, the Parkway belt, where used as an urban separator around Mississauga, averages more than a mile wide and ranges up to two and one-half miles.

Unfortunately, for convenient description, the Municipal boundaries have been set placing the bulk of the Parkway Belt land outside Mississauga. This could, and has resulted, in adjacent municipalities pressing for development of Parkway Belt lands, and if the Province is not supported, may result in abortion of the concept.

It is imperative that this matter be dealt with immediately by amendment to the boundaries as recommended by Mississauga City Council.

Recreational Open Space & Trails System:

The environmental Board have recommended:-

- (1) That the Credit River Valley also be designated as Parkway Belt, and be included as a green belt link area.
- (2) That the Province consider an immediate review of current legislation to ensure that the municipality can manage and regulate the cutting of trees on treed lots as mentioned in pages 23 and 24 of the appendix.
- (3) That the Environmental Advisory Board endorse the policy of the City of Mississauga requesting a lineal park based on the Etobicoke Creek between Mississauga and Etobicoke and the Humber River watershed; and further that the Technical Committee, formed to develop this lineal park be supported in their work.

I further suggest negotiations be entered with the Federal Government to provide access through the Malton Airport land on the East and West branches of the Etobicoke Creek.

Continued...

Continued...

- 4 -

The Etobicoke Creek section from the lake to Eglinton Avenue should be changed from priority 2 to 1.

ADDITIONAL RECOMMENDATIONS:

(1) Malport

The CNR has proposed a terminal for intermodal traffic (defined as the movement of mail, expressway and general freight in piggyback trailers and containers of the railway system) for a site within the Northern Link, north-west of the residential area of Malton. Although the Interim Draft Plan designates this site for the Malport terminal, there are no explicit statements or supporting data to explain this recommendation. As permitted uses within a Public Use Area, Section 5.3.2 (a) (1) (P 22) of the Interim Plan, identifies "linear transportation communication and utility facilities, including the necessary ancillary facilities and installations such as interchanges, transformer stations and treatment plants that are part of the linear distribution of collection networks." If this is the implicit justification for the location of the Malport terminal, it would appear to be a tenuous extension of the definition of "linear transportation communication and utility facilities" to permit what is essentially a freight yard. The establishment of rail lines carrying freight and passengers, appears to be more consistent with the intent of the Parkway Belt Plan than the facilities and frequently short movement of trains and trucks.

Therefore the province be informed that the designated public open space be retained on the proposed Malport intermodal lands and no development take place.

(2) Industrial Development in Parkway:

That Mississauga oppose the attempt by Brampton to permit industrial development in the Parkway belt.

3. That the southern link be widened between the Credit River Valley and the mini belt situated between Oakville and Mississauga in view of the future heavy population in this area.

FJM/ss

Councillor Frank J. McKechnie,  
Ward 5

*Frank J. McKechnie*

Councillor Culham's Recommendation

Whereas completed landfill sites sterilize the use of the land, for urban development, thereby guaranteeing the open space use; therefore consideration be given to landfill as a compatible land use function.

THE FOLLOWING CONSTITUTES PART TWO  
OF THIS SUBMISSION TO COUNCIL AND  
IS PROPOSED AS MISSISSAUGA'S  
RESPONSE TO THE INTERIM DRAFT  
PARKWAY BELT WEST PLAN.

CITY OF MISSISSAUGA

PLANNING DEPARTMENT

FILE: SP 163

DATE: September 22, 1975

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning.

SUBJECT The Interim Draft Parkway Belt West Plan.

ORIGIN Request from the Ministry of Treasury, Economics and Intergovernmental Affairs for the City's comments regarding the Interim Draft Plan.

COMMENTS (i) History

In May 1970, the Province released the Toronto Centred Region Plan (TCR), the first in a series of regional development reports under the Design for Development Program. The TCR Plan was adopted as government policy which established the Development Concept to be used as a guideline for all government decisions having an effect on the TCR.

One of the major components of the TCR Plan is the Parkway Belt designed to structure the two-tier arrangement of cities extending from Hamilton to Oshawa. Since 1970, the TCR Plan has been refined through the release of the Status Report in August 1971, and the Central Ontario Lakeshore Urban Complex (COLUC) Report in December 1974. In conjunction with the refinement of the overall Development Concept, an interministerial task force, established in 1970 to design the Parkway Belt, released a report in June 1973, which introduced legislation creating the Parkway Belt West Planning Area between Dundas and Markham. In May 1975, the Ministry of Treasury, Economics and Intergovernmental Affairs released the Interim Draft Plan amending the boundaries in part of the Parkway Belt West Planning Area.

(ii) Procedure Towards Approval of the Parkway Belt Plan

On May 23, 1975, the Province approved Ontario Regulation 399/75 amending the boundaries of the Parkway Belt West Planning Area from the original planning Area which came into force in June 1973. The Interim Draft Plan was distributed to the affected municipalities for their review, and their comments will be used in preparing the second draft which will be the subject of Public Hearings within three months of the Plan's publication. Following the public hearings, the Parkway Belt Plan will be adopted and the municipalities involved will assume the task of administering the Plan; they will be required by legislation to incorporate the policies into local official plans and zoning by-laws.

(iii) Summary of the Interim Draft Plan

The Interim Plan sets out the following goals for the Parkway Belt System:

1. Community Identification - separate and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification.
2. Integration of Two-Tier System of Urban Areas - link urban areas with each other and with areas outside the region by providing space for movement of people, goods, energy and information without disrupting community integrity and function.
3. Land Reserve for Future Flexibility - provide a land reserve for future linear facilities and for unanticipated activities requiring sites of high accessibility and substantial land area.
4. Linked Open Space Framework - provide a system of open space and recreational facilities linked with each other and with nearby communities and with other regional recreational areas.

The report classifies the Parkway Belt lands into two categories: Public Use Area and Complementary Use Area; and it proposes a series of policies by which the above goals can be achieved, including public acquisition of lands, public undertakings such as the construction of expressways and hydro lines; and the use of control actions such as official plans and zoning by-laws and development agreements. Specific reference is made to those parts of the Parkway Belt within Mississauga and the rationale for it.

Because of the length of the Parkway Belt West Plan, it is not the intention of this report to describe in detail the contents of the plan. A series of appendices to this report provides further details.\* Reference should also be made to the complete Interim Draft Plan, copies of which are available for perusal at the Planning Department Offices. Figure 1 shows the Parkway Belt proposals and the uses that will be permitted within it. Figure 2 shows the additions and deletions from the previous Parkway Belt proposals of June 1973, as well as the Complementary Use Areas and the Public Use Areas.

As requested by the Ministry of Treasury, Economics and Intergovernmental Affairs, this report will be confined to a review of the proposals, and to comments on their relevance to Mississauga.

(iv) Implications for Mississauga

The basic concept of the Interim Draft Plan represents a sound planning approach for the provision of open space and recreational activities, and their coordination with other activities within the Toronto Centred Region. Providing suitable links between urban areas and open space areas, the concept also establishes boundaries that should create community identification. The reservation

- \* Appendix 1 - Objectives
- Appendix 2 - Interpretation and Definitions
- Appendix 3 - Policies
- Appendix 4 - Report from the Environmental Advisory Board
- Appendix 5 - Report on the Suggested Inclusion of Additional Lands Along Mississauga/Etobicoke Boundary

of lands providing for flexibility in the planning of future facilities, the form and demand for which are presently unknown, also has considerable merit.

With respect to the impact of the Interim Draft Plan on Mississauga, there are a number of features of the Plan which require either further clarification or reconsideration before the Plan should be approved.

(a) Utility Corridor

Within Mississauga, the Parkway Belt System basically consists of four relatively narrow strips of land containing the right-of-way for future and existing utilities and transportation facilities. Sizeable open spaces are proposed where the Northern Link meets the Oakville/Mississauga Mini-belt, and where the Southern Link meets the Credit River; but these proposals only represent recognition of existing open space facilities such as golf courses and conservation areas. The proposals in this plan, if approved, would add little new open space in Mississauga. The Mississauga Environmental Advisory Board has also commented on this aspect of the Parkway Belt Interim Plan:

"Except in the Credit River area, the Parkway Belt through Mississauga is little other than a dressed-up utility corridor. It presents little, if anything to relieve the need for regionally scaled parks in Mississauga and area. Recreation proposals are almost totally trails oriented and the aesthetics of these may be questioned when associated with utility or transportation facilities."

During the preparation of the Official Plan, some consideration should be given to either increasing the width of the corridors, or to providing more open space at the nodes of the proposed system. Possible areas for consideration could include the Credit River Valley (which is described further below under (b) - North Central Area), the widening

of the Oakville/Mississauga Mini-belt, or the expansion of the Credit River Southern Link node. In the Mississauga Official Plan Review presented by consultants earlier this year, a considerable shortage of recreational space and parks relative to existing developments was noted. Additions to the Parkway Belt may be one way of alleviating this shortage.

Council has approved a resolution recommending the inclusion of additional lands along the West Branch of the Humber and Mimico Creek. A staff report is included as Appendix 5.

(b) The North Central Area

The Interim Draft Plan accepts the Toronto Central Region (TCR) concept that this North Central Area will not be developed, and recommends restricting the transportation linkages traversing the Parkway Belt between the North Central Area and the areas of development outside of it.

During the discussion of the width of the Southern Link, the Interim Plan states:

"There is no need for a wide belt to separate the area from what is to remain a rural area. A number of tightly packed linear facilities are an adequate cap to the Mississauga urban area."

If the assumption is accepted that no development will take place in the North Central Area, the Credit Valley, as the western boundary of this area, should be included in the Parkway Belt System as an additional north-south link which would separate the urbanized West Credit area (referred to as Streetsville urban area in the Interim Plan) from the rural North Central Area, as well as providing some open space unimpeded by utilities or transportation facilities.

It should be noted that the question of whether the North Central Area should remain as a rural area or be developed, will be studied during the preparation of the Official Plan. The Official Plan Review recommended development north of the Southern Link to Eglinton Avenue, but this proposal assumed that Highway 403 would not be built in the Southern Link as shown on the Interim Draft Plan. Since the issue of the North Central Area will be resolved during the preparation of the Official Plan, it is suggested that there be some allowance for future changes in the general configuration of the Parkway Belt System in Mississauga. Such changes could take the form of widening the Southern Link as well as the Airport Mini-belt, and the inclusion of the Credit Valley as part of the Parkway Belt System as described above under Section iv (a).

(c) Transportation Facilities

Of the numerous transportation issues raised by the Interim Plan, only three merit comment in this review. The first is the proposed alignment of expressway facilities in the Oakville/Mississauga Mini-belt (from the QEW/403 interchange north to the Highway 407 interchange), and the Highway 403 east-west alignment along the Southern Link, which connects with Highway 401 south of the Airport. The Official Plan Review recommends the Oakville/Mississauga Mini-belt alignment in place of the east-west route along the Southern Link. A recent Council decision to retain Highway 403 in the east-west (Southern Link) alignment rather than in the Oakville/Mississauga Mini-belt alignment, has, however, precluded further discussion and study of the Highway 403 alignment as part of the preparation of the Official Plan. Nevertheless, although the Parkway Plan provides no data in support of the Oakville/Mississauga Mini-belt road (except as a corridor for future use), the possibility that such a facility may at some time be required in this location should not be discarded, and sufficient right-of-way should be retained within the Oakville/

Mississauga Mini-belt, north of the QEW/403 interchange to the 401/407 interchange.

The second issue is the inclusion of a proposed east-west inter urban transit line of indefinite character, along the Southern Link with a connection to the CPR line at Erindale, a spur line to the airport and an easterly connection to Etobicoke along Eglinton Avenue. As with the Oakville/Mississauga Mini-belt expressway alignment, there is no supporting information for this facility and it appears to be a tentative general proposal as a corridor for future use. One of the goals of the revised Official Plan may be, however, to make Mississauga more self-sufficient in terms of employment opportunities and related housing supply, and in providing a Central Area and the facilities appropriate to a Regional Sub-centre. The proposed transit line should be studied with respect to the way in which it may contribute to or detract from such a goal.

The third issue concerns the limited access arterial road connection from the proposed Highway 403 interchange near Cawthra Road, to a point on Eglinton Avenue in Etobicoke; this should be evaluated in terms of whether it helps to achieve whatever overall development strategy Mississauga decides to adopt. Considerable study of other aspects of this road in conjunction with Metro Toronto, Etobicoke and Region of Peel authorities will also be necessary.

The provision of transportation facilities constitutes a very important component of the Official Plan preparation. A complete response to the questions raised by the Parkway Plan with respect to transportation facilities will emerge during the preparation of the Official Plan. Like the situation of the North Central Area, some amendments to the Parkway Belt Plan may be recommended when the Official Plan has been completed.

(d) Open Space and Landscaping Planning

The major concern at this point is the need to establish some method of involving Mississauga in the planning of open space,

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landscaping, and screening facilities for the Parkway Belt lands. Since much of the Parkway Belt in Mississauga contains utility corridors and linear transportation facilities, provision of screening and landscaping for aesthetic purposes and the development of trails and bicycle paths for recreational purposes is of great importance. During the Solandt Commission hearings, which were held to help determine the best alignment for the 500 KV transmission facility between Nanticoke and Pickering, as well as in the comments submitted in response to Ontario Hydro's Long Range Plan, Mississauga has demonstrated its concern for aesthetic and environmental considerations associated with the establishment of utility and hydro facilities. The presence of transportation facilities adjacent to these other facilities increases the need for adequate landscaping and screening. Although no response from the Provincial Government has been given to Mississauga's request for the establishment of some means by which Mississauga could participate in the planning and landscaping and open space for hydro facilities, Mississauga should continue to request that such means be established. This point is also made by the Environmental Advisory Board in their report (Appendix 4).

The Environmental Advisory Board report has commented also that field services to assist in the protection of natural landscaping are available from the Ministry of Natural Resources, and recommends that: "Such services should be taken advantage of at an early date." This report supports the suggestion of the Interim Draft Plan (Appendix - Page 24) that the trees act and other appropriate legislation dealing with the trails and the means of enforcing the provision of woodlands be reviewed. In addition, citing the lack of public access to the greenbelt lands surrounding Ottawa, the Environmental Advisory Board report recommends that the Parkway Belt lands should be made accessible to the general public as soon as possible. One such area might be the north-east corner of Lakeshore Road and Winston Churchill Boulevard which is designated for use by Ontario Hydro, but which is unlikely to be used in the near future. This report

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supports all of these recommendations.

In the appendix to the Interim Draft Plan (Appendix - Pages 158 to 160), a conceptual trail system and a development priority system is suggested for a number of water courses in the Interim Draft Plan area including the Credit River lands and Etobicoke Creek lands. The development priority of the Credit River lands has been suggested as a '1' and that for the Etobicoke Creek lands as a '2'. The reason given in the Interim Draft Plan report (Appendix - Page 170) for giving the Etobicoke Creek a '2' is that:

This river valley system should receive a secondary development priority rating as no important major physical boundaries occur along it.

It is suggested that this proposed facility and the development priority assigned to it by the Interim Draft Plan be further examined as part of the Official Plan Review as a possible solution to the shortage of open space previously referred to in Section (a). Reference is also made (Appendix - Page 160) to the "soon to be confirmed Ontario Trails Council" which will provide policy direction to the Ontario Trails Program under which the Ontario Government will coordinate the planning and recreational open space and trails system of the Parkway Belt. It is hoped that details regarding the functioning and the administration of the program, as they relate to Mississauga, will be revealed shortly by the Province.

(e) Official Plan Amendments

Although the preparation of a revised Official Plan is taking place, there are a number of existing amendments to the present Official Plan for lands adjacent to and part of the Parkway Belt as noted below.

Amendment 245 refers to the industrially-designated lands north-west of Toronto International Airport as shown on Figure 3. Also shown is the northern boundary of the

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




lands as modified by the Minister of Housing when Amendment 245 was approved, and the boundary of the interim Parkway Belt West Plan. The Minister's modification provided for the industrial designation of any additional lands that might result when the final boundary of the Parkway Belt is established. As Figure 3 indicates, the changes from the Minister's modification and the Interim Parkway Belt Plan are relatively minor and the precise establishment of the Parkway Belt West boundaries will occur during the processing of plans of subdivision.

Amendment 238 is concerned with the lands south of Amendment 245 as shown on Figure 4. The changes between the Minister's modification to the Amendment approved by the Town in April 1973, and the Interim Parkway Belt Plan involve a slight loss of some of the industrial lands along the western boundary. Like Amendment 245, changes are relatively insignificant and a precise boundary will be established during the processing of plans of subdivision.

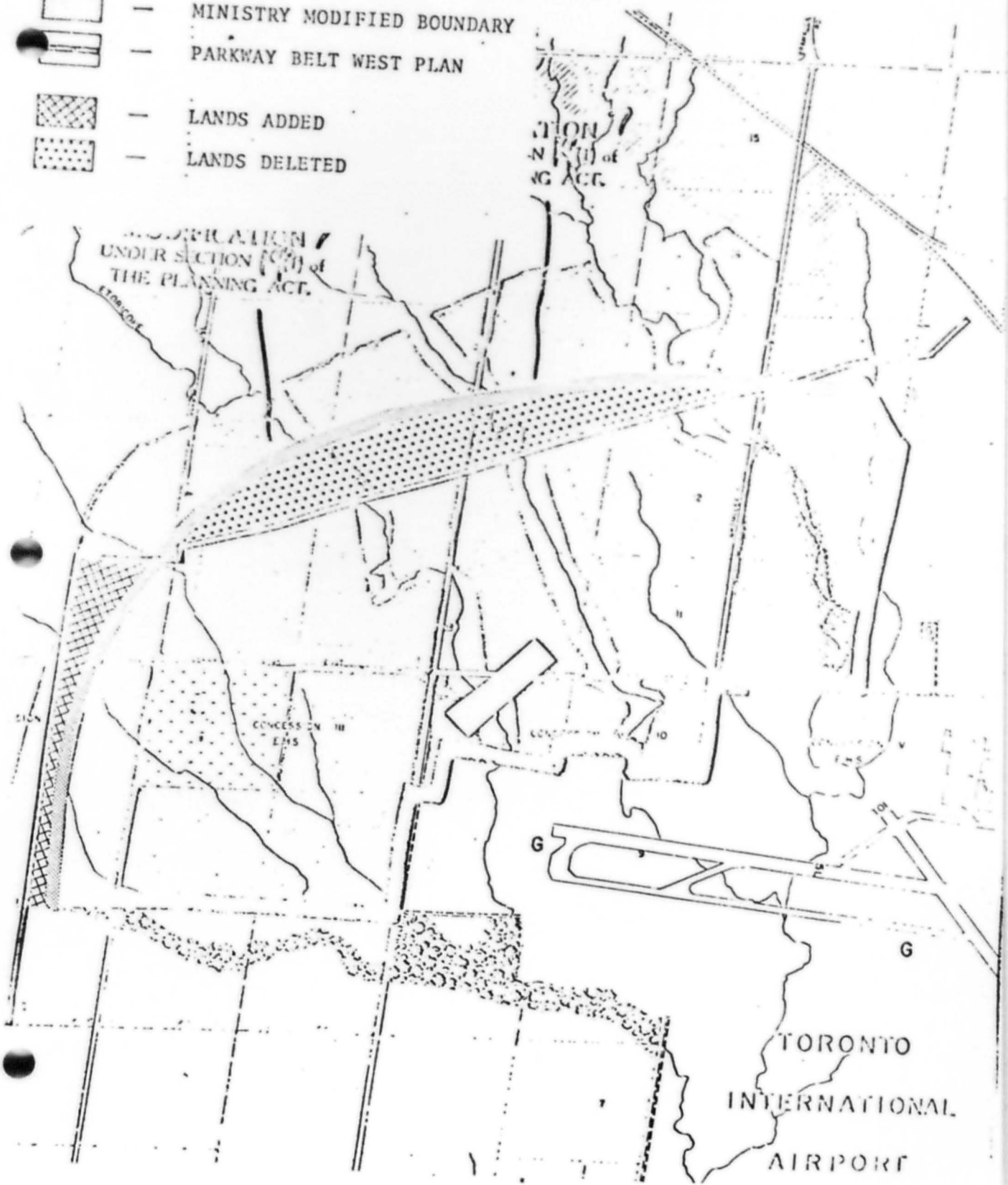
Amendment 237, shown on Figure 5, is affected along its western boundary which the Interim Parkway Plan has moved slightly to the east to include within the Parkway Belt the CPR tracks and additional lands along the right-of-way. The northern boundary of Amendment 237 is also altered to include additional lands in the Parkway Belt. Flexibility concerning the final location of the Parkway Belt in this area was anticipated in the Minister's modification at the time of approval in October 1973. Like the other amendments, the precise boundary will be determined during the processing of plans of subdivision.

Amendment 225, which incorporates the proposals for the North-North Dixie Community Study Area is affected only slightly as shown in Figure 6. The exact location will be made more precise during the processing of plans of subdivision.

Amendments 218 and 246, which deal with lands of the entire West Credit Development Area and the Erin Mills South part of it

-  — INDUSTRIAL DESIGNATED LAND
-  — MINISTRY MODIFIED BOUNDARY
-  — PARKWAY BELT WEST PLAN
-  — LANDS ADDED
-  — LANDS DELETED

TOWNSHIP OF CHINGACOSSEY



AMENDMENT 238











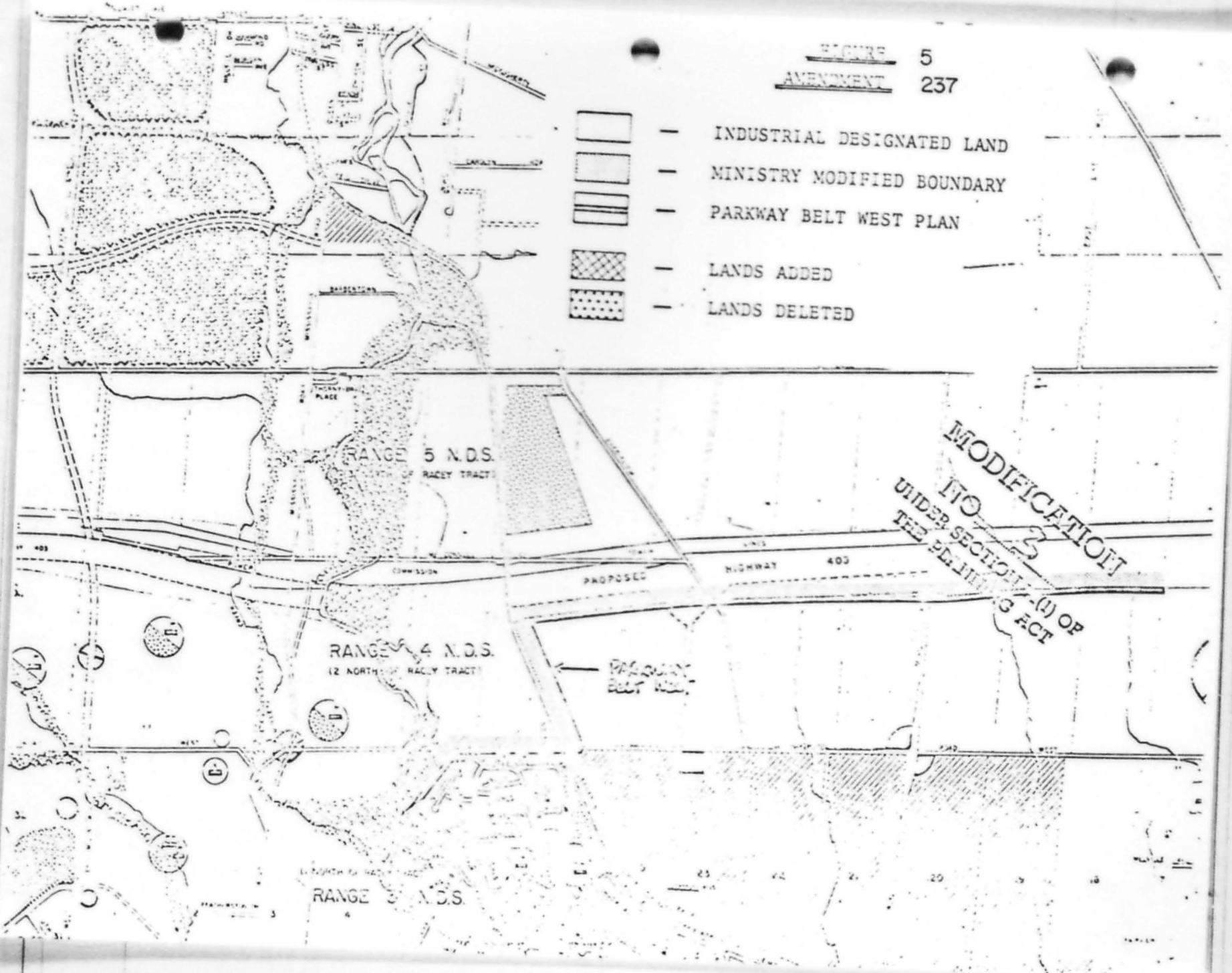
-  — INDUSTRIAL DESIGNATED LAND
-  — MINISTRY MODIFIED BOUNDARY
-  — PARKWAY BELT WEST PLAN
-  — LANDS ADDED
-  — LANDS DELETED



FIGURE 5  
AMENDMENT 237

-  — INDUSTRIAL DESIGNATED LAND
-  — MINISTRY MODIFIED BOUNDARY
-  — PARKWAY BELT WEST PLAN
-  — LANDS ADDED
-  — LANDS DELETED



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respectively, provide for changes to the Parkway Belt alignment within the Minister's modifications which were added at the time of approval of both amendments. The boundary of the Parkway Belt, as shown in both amendments, was intended only as an approximation which would be made more precise during the processing of plans of subdivision.

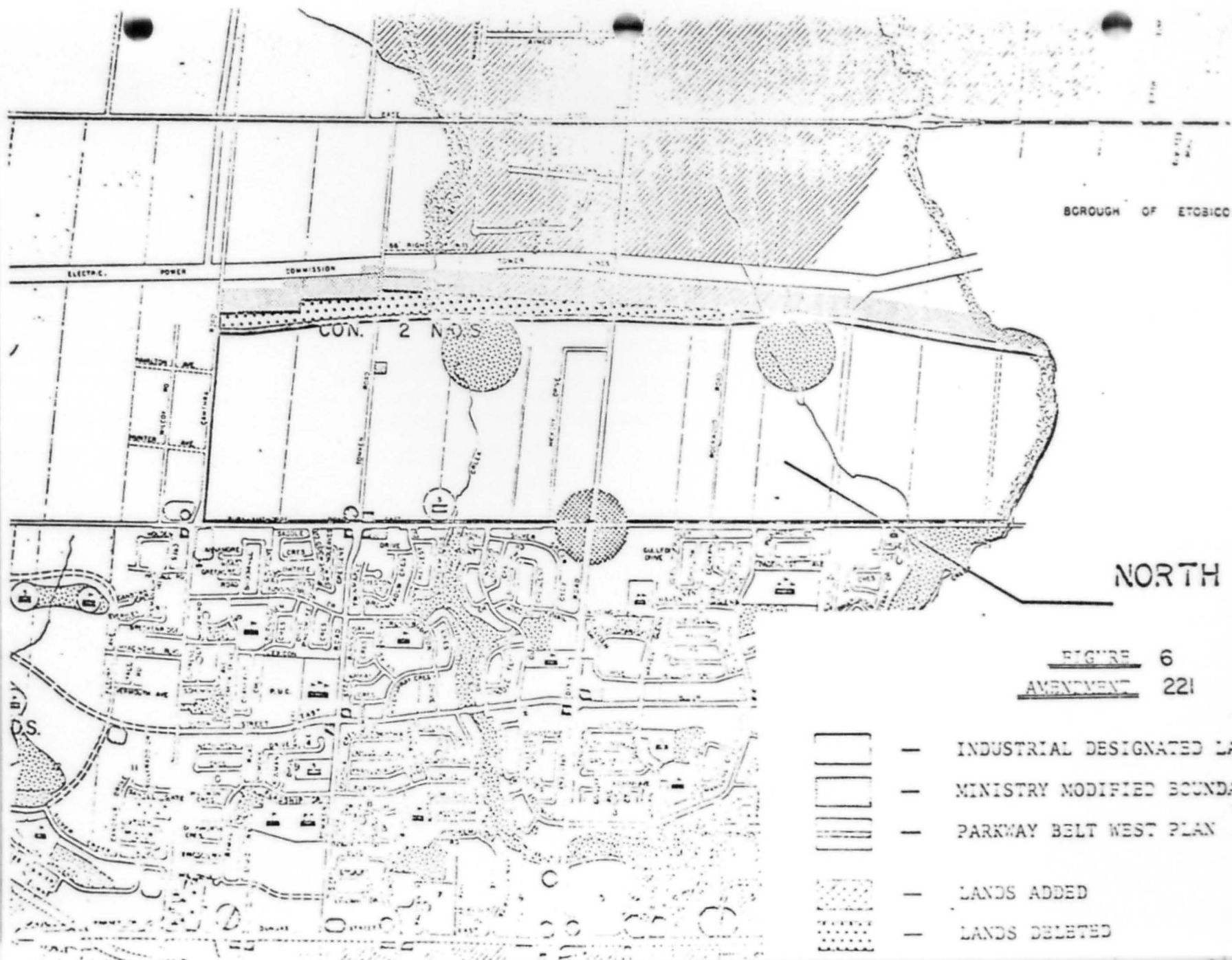
Two other aspects of the Interim Draft Parkway Belt West Plan, although of a non planning nature, also merit comment.

(f) Finance and Phasing

Where land is to be acquired, the concern is with who purchased the lands and when such purchases take place. Although the report implies that the Province will be the public authority involved in the acquisition of lands, Section 5.1.1 (a) (P. 14) states:

"A major positive action implementing the plan will be the acquisition by public authorities, including the Government of Ontario, of lands for linear facilities and public open space uses."

This seems to indicate that "other authorities" may become involved as well. If Mississauga either directly or indirectly, through contributions to the Conservation Authorities as the benefiting municipality, is to become involved, the extent of its participation should be clarified. Although the rationale in the appendix of the plan suggests that no timing on the acquisition of lands is specified, consideration should be given to establishing at least a general phasing program for public acquisition of lands, particularly if the municipalities are to be involved. Since most of the Parkway Belt lands in Mississauga are to be used for linear transportation facilities and utility corridor purposes, such lands are expected to be purchased as part of the establishment of these facilities. As previously noted, much of the remaining lands designated for open space purposes in the Parkway Belt plan are already used for those purposes, and will not have to be acquired





INDUSTRIAL DESIGNATED LAND  
MINISTRY MODIFIED BOUNDARY  
PARKWAY BELT WEST PLAN

- 

LANDS ADDED  
LANDS DELETED

because they are either already publicly owned or will remain as complementary uses in private ownership.

(g) Municipal Boundaries

Since one of the major goals of the Parkway Belt West Plan is to "support and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification", some consideration should be given to adjusting the existing boundaries between Mississauga and neighbouring municipalities. With respect to the boundary between Mississauga and Oakville, Council has already requested the Province to amend the appropriate legislation so that the lands south of Dundas Street, west of Winston Churchill Boulevard, and east of the Oakville-Mississauga Minibelt, will become part of Mississauga. The northern link of the Parkway Belt forms the present boundary between Mississauga and Brampton, and it should be altered to reflect the changes of the new Parkway Belt northern link proposals. The south-east part of the Mississauga-Etobicoke boundary is also affected and consideration should be given to alter it so that from Lake Ontario North it would follow the Etobicoke Creek and the northerly boundary of the southern link, to where the southern link meets the existing boundary along Indian Line.

Obviously, full consideration cannot be given to any boundary changes until the Parkway Belt West Plan is given final approval; however, the Province should be notified of the City's concern with respect to the Mississauga-Brampton boundary and the Mississauga-Etobicoke boundary, as it was in the case of the Mississauga-Oakville boundary.

CONCLUSION

Although a number of issues concerning the Parkway Belt West Plan have been raised in this report, a full response cannot be made until the revised Official Plan is completed. The Parkway Belt West Plan will act as an important influence on proposed City policies that emerge during the preparation of the Official Plan. Conversely, some changes to the Parkway Belt system in Mississauga may be necessary

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to accommodate proposed City policies, especially with respect to the future of the North Central Area.

RECOMMENDATIONS It is recommended that:

1. This report be forwarded to the Province as an interim response to the Parkway Belt West Plan pending completion of the Official Plan.
2. During the preparation of the Official Plan, the Province be requested to give consideration to providing more open space to the Parkway Belt within Mississauga to offset the emphasis on the utility corridor-linear transportation character, and to include the Credit River Valley lands in the Parkway Belt as recommended by General Committee of Council.
3. Since the future of the North Central Area is dependent upon the outcome of the Official Plan now in preparation, allowance should be made for the consequences of possible future changes affecting the general configuration of the Parkway Belt system in Mississauga.
4. The Province be advised that the City of Mississauga favours the retention of the open space designation for the lands formerly under study as a location for the Malpert Intermodal Terminal.
5. Some means be devised whereby the City of Mississauga can participate in the planning of landscaping and screening measures for the utility corridor and linear transportation facilities, and of the recreational facilities that will be located within the Parkway Belt system.
6. Parkway Belt lands be made accessible to the general public as soon as possible.
7. The extent of Mississauga's participation in the program of public acquisition of lands for the Parkway Belt system should be clarified by the Province.
8. When the Parkway Belt West Plan is finalized, consideration should be given to an adjustment

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of the boundaries between Mississauga and Oakville; Mississauga and Brampton; and, where relevant, Mississauga and Etobicoke, so that they coincide with the Parkway Belt alignment.

9. Consideration be given to depressing Highway 403 within the southern link or other means be used to decrease the impact of this facility on the surrounding lands.
10. The Province be advised that the City of Mississauga will oppose the attempt by any neighbouring municipality to permit industrial development or other unacceptable ancillary uses in the Parkway Belt adjacent to Mississauga.
11. The Province be notified that a Technical Committee has been established composed of staff members from the Borough of Etobicoke and the City of Mississauga for the purpose of studying the possibility of a linear park along the Etobicoke Creek between Mississauga and Etobicoke, the beginning of the Humber River watershed, north of Highway 401.
12. The Province be advised that Council re-affirmed its previous decision to include additional lands along the west bank of the Humber and Mimico Creek in the Parkway Belt West Plan as stated in the Planning Committee recommendation in Appendix 5.
13. The development priority given to the Etobicoke Creek Valley trail system be re-studied during the preparation of the Official Plan.

### 3. OBJECTIVES

The objectives that public agencies will seek to achieve generally throughout Parkway Belt West are based on the four major goals set out in Section 2. However, since Parkway Belt West is multi-purpose in nature, all the objectives are not necessarily applicable in all parts of Parkway Belt West or in all parts of each link. The provisions in Section 6 indicate which of these objectives are applicable in each link. In some areas the final decision reflects a reconciling and balancing of diverse objectives. Depending on which objectives predominate and what balancing of objectives has occurred, Parkway Belt West varies from place to place in shape, width and content.

While they are set out under headings referring to the four goals in Section 2, the following general objectives are not mutually exclusive and each objective is not related solely to one goal.

#### Objectives Related Primarily to the Goal of Community Identification

- 3.1 Define communities by means of clear limits to urban physical development.
- 3.2 Separate communities by providing a break in the pattern of continuous urban land use and by minimizing the number of traffic routes connecting urban areas across the Parkway Belt.

3.3 Include in Parkway Belt West such natural features as ravines and river valleys which provide physical, identifiable boundaries.

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3.4 Include in Parkway Belt West such linear facilities as major transportation, communication and utility facilities which provide physical, identifiable boundaries.

3.5 Locate the major transportation, communication and utility rights-of-way so that they do not cut through urban areas.

Objectives Related Primarily to the Goal of  
Integration of Two-Tier System of Urban Areas

3.6 Place in one corridor as many as possible of the major transportation, communication and utility facilities that link the two tiers of urban areas to each other and connect them to areas beyond.

Objectives Related Primarily to the Goal of  
Land Reserve for Future Flexibility

3.7 Provide a land reserve to accommodate future linear facilities for which the technical nature, demand and land needs cannot be set out specifically at the date of adoption of the Plan.

3.8 Include within the reserve for unspecified linear facilities, a strip of land that may also accommodate conventional facilities that may be needed but are not presently set out in action programs.

- 3.9 Provide extensive blocks of land as a reserve for unforeseen, compatible activities that require substantial land area and locations readily accessible to the two-tier system of urban areas.

Objectives Related Primarily to the Goal of  
Linked Open Space Framework

- 3.10 Provide extensive areas of public and private open space and complementary uses in the Parkway Belt that, together with non-urban areas outside the Parkway Belt, will maintain a continuity of open space through the system of urban areas.
- 3.11 Set out major public and private open space that will provide opportunities for recreational activities that are accessible to the two-tier system of urban areas.
- 3.12 Link existing and proposed public open space and recreation areas into a network extending through Parkway Belt West and connecting to areas beyond.
- 3.13 Preserve prominent natural features such as river valleys and parts of the Niagara Escarpment and protect other features such as wooded areas, watercourses and other points of interest.

#### 1.4 Definitions

Minister -	Treasurer of Ontario and the Minister of Economics and Intergovernmental Affairs.
Ministry -	Any ministry or secretariat of the Government of Ontario and includes a board, commission, agency, authority or corporation of the Government.
Goal -	The ideal or end to which a planned course of action is directed. It is a value to be sought after rather than a set of attainable conditions.
Objective -	The end of action or situation to be reached. It is capable of both attainment and/or measurement.
Policy -	The ways and means for the attainment of objectives.

- Two-Tier System - The physical arrangement of urban areas in two tiers or rows.
- Acquisition - The purchase by negotiation or expropriation of land or a limited interest therein.
- Low-density Use - A use of land that has only a small part of the site covered by structures or equipment.
- Low-intensity Use - A use of land that has an average low level of activity, e.g., small number of employees or visitors per acre, low traffic generation.
- Agricultural Use - The use of land, buildings or structures for the purpose of producing field crops, livestock, fruit crops, vegetables, poultry, nursery stock and beekeeping. Uses such as garden allotments, reforestation and shelter belts are also included.
- Garden Allotments - Parcels of land leased solely for the purpose of growing crops that are for domestic consumption and not for sale.

Public Undertaking - A publicly-owned and financed project for public use or enjoyment.

Right-of-Way - A strip of land on, over or under which a highway, railway, electric transmission line, etc. is or will be located.

## 4. PLAN INTERPRETATION

### 4.1 Land Use Categories

The proposed land uses and facilities in Parkway Belt West are grouped into two general categories, Public Use Area and Complementary Use Area.

- 4.1.1 The Public Use Area comprises primarily areas presently used and to be used in the future for public open space and for linear facilities. This area also includes some private open space and private uses existing prior to the adoption of the Plan. The inclusion of such private uses in the Public Use Area does not imply that they are open to the general public or that they will be publicly acquired.
- 4.1.2 The Complementary Use Area comprises areas that will be maintained or developed in uses that are compatible with and assist in the attainment of the objectives of Parkway Belt West. In general, such uses will be low-density and low-intensity in nature so as to maintain the rural, non-urban character of Parkway Belt West.

### 4.2 Interpretation

- 4.2.1 The general boundaries of the entire Parkway

Belt West are indicated on Map 1. Maps 2 to 8 inclusive indicate in more detail the locations of the two land use categories as well as locations of rights-of-way for linear facilities and of areas for public open space.

- 4.2.2 Where the boundaries of the land use areas designated in the Plan are shown on the maps to coincide with such facilities as roads, railways or electric transmission lines, it is intended that the boundaries of the rights-of-way of such facilities be the land use boundaries. Such rights-of-way are intended to be inside Parkway Belt West.

In order to obtain a precise definition and location of the boundary of any particular land use, the Minister shall interpret the boundary indicated in the Plan taking into account the general intent and purpose of the Plan. This process will be a normal use of the Plan and such boundary interpretation shall not be deemed to be an amendment to the Plan.

- 4.2.3 The maps indicate widened rights-of-way for linear facilities at certain locations such as major interchanges of highways or transformer station sites. However, the planned linear facilities, when constructed, will include additional interchanges, crossings or associated facilities. These may

in some cases require more or less area than that designated on the map, but the precise location and limits cannot be determined until detailed studies for construction are undertaken in the future.

It is the intention of the Plan that the positive actions to implement the Plan will include acquisition of land needed for such facilities and construction of the facilities and that such actions will not require an amendment of the Plan text or maps.

4.2.4 The term "urban area" that appears in the Plan text and on the maps is descriptive only, indicating the general nature of possible development adjacent to Parkway Belt West. The term is not intended to imply a provincial planning objective to completely build up these areas.

4.2.5 Where such quantitative aspects of objectives and policies as dimensions, percentages and ratios are shown in figures in the text and maps of the Plan, e.g., 500 feet, five per cent, 25 acres, it is intended that such figures be approximate quantities. The figures may be varied slightly when a precise figure is established in the case of a particular plan, undertaking or bylaw to which the quantitative measure in the Plan applies. In such a case, the Minister shall interpret the figure set out in the Plan taking into account the general intent

and purpose of the Plan. This process will be a normal use of the Plan and such interpretation shall not be deemed to be an amendment of the Plan.

## 5. POLICIES

### 5.1 Policies for Positive Action

#### 5.1.1 Public Acquisition

- (a) A major positive action implementing the Plan will be the acquisition by public authorities, including the Government of Ontario, of lands for linear facilities and public open space uses.

Most of the lands in the Public Use Area will be so acquired. However, there are some existing private open space and other private uses that are compatible with Parkway Belt West objectives. Such uses will be permitted to remain and the lands they occupy may not be acquired by public authorities.

In the Complementary Use Area, there may be areas of land acquired for minor additions to public uses and for necessary local public uses as specified in Section 5.3.3 (a) (iv).

- (b) This indication of public acquisition does not imply that all acquisitions will be made immediately after the Plan is approved. Land acquisition will take place over a period of years as priorities dictate and as funds become available.
- (c) Where different parts of a parcel of land

are required by various ministries for the linear facilities and other public uses set out in the Plan, all required parts of the parcel will be acquired at one time, if possible.

- (d) Where land is acquired for public use and such use will not occur immediately after the land purchase, arrangements for occupancy and use of the land will be made unless such occupancy and use conflict with or detrimentally affect the proposed public use of the land.
- (e) Where land in Parkway Belt West is to be purchased for public use, purchase of particular parcels of land in advance of the requirements may be considered when lengthy deferment of purchase is claimed to cause hardship to the owners of the lands in question.

#### 5.1.2 Public Undertakings

- (a) Where there is an indication of public undertakings, it does not imply that all public undertakings will be carried out immediately after the Plan is approved. They will be carried out over a period of years.
- (b) Major positive actions implementing the Plan will be the construction and reconstruction of transportation, communication and utility facilities by provincial and other authorities in accordance with the Plan.

- (i) Maps 2 to 8 inclusive indicate the locations of the rights-of-way for the planned linear facilities and Section 6 sets out more specific objectives and policies for linear facilities in each of the links in Parkway Belt West.
  - (ii) These facilities will be constructed or reconstructed so as to minimize any detrimental effect that they may have on environmental features in open space and recreational areas.
  - (iii) The transportation facilities will be constructed or reconstructed so as to restrict the number and capacity of traffic routes connecting urban areas across the Parkway Belt to those that will encourage and support the preferred roles of the urban areas.
  - (iv) Landscaping will be provided and maintained along transportation, communication and utility rights-of-way co-operatively by the appropriate ministries or other agencies to provide buffers between individual facilities and between these facilities and adjoining areas.
- (c) A positive action implementing the Plan will be the provision of park and recreational

facilities by public authorities in accordance with the Plan.

- (i) Maps 2 to 8 inclusive indicate the locations of planned public open space areas and Section 6 sets out more specific objectives and policies for the development of public park and recreational facilities in each of the links in Parkway Belt West.
- (ii) A system of recreational trails will be developed in Parkway Belt West as part of a larger recreational trail system extending through Central Ontario. The trails will link the urban areas adjoining Parkway Belt West and provide trail access to other provincial, regional and local outdoor recreational facilities.
- (iii) The recreational trails in Parkway Belt West will be located primarily on publicly-owned lands utilizing natural landscape features such as river valleys and man-made features such as utility rights-of-way. Where the trail system crosses or follows such facilities as highways or utility rights-of-way, these facilities will be designed to adequately and safely provide access for the trails. In addition suitable arrangements will be made to accommodate trails where they cross private property.

5.1.3 Fiscal Measures and Administration Programs

Further positive action to implement the Plan will be the use by provincial authorities of all fiscal measures and administrative programs that are or may be available and appropriate to facilitate and support the kinds of development that are to be encouraged in Parkway Belt West.

5.2 Policies for Co-ordinating Actions

The achievement of the objectives of Parkway Belt West will rely upon effective co-ordination of those public agencies at the federal, provincial and municipal levels and the private sector that affect the Parkway Belt. It is intended that the Plan constitute a basis for the co-ordination of their plans and programs.

5.3 Policies for Control Actions

5.3.1 Control Actions Throughout Parkway Belt West

(a) Control Authorities

It is intended that provincial ministries and all those deriving their authority from the province shall be guided by and assist in the achievement of the objectives and policies of the Plan.

Provincial control action in accordance

with the Plan has been initiated by the means of the land use regulations made under The Parkway Belt Planning and Development Act. These regulations replace municipal zoning bylaws and control all development that is subject to Section 35 of The Planning Act. After approval of The Parkway Belt West Plan, it is intended that the provincial land use regulations will be repealed progressively as official plans and zoning bylaws are adopted or amended to conform with the Plan.

(b) Control Processes

(i) Control by Official Plans and Zoning

The zoning bylaws passed to implement the Plan shall provide that development subject to such regulation shall be permitted only according to special provisions applicable to Parkway Belt West lands. Only those uses of land, buildings or structures that were existing and lawful on the date of passing of the bylaw to implement the Plan and those that conform to Sections 5.3.2 (a) and 5.3.3 (a) of the Plan will be permitted in the bylaws.

Extensions to existing structures may be permitted by decision of

a Committee of Adjustment under Section 42 (1) and 42 (2) of The Planning Act or by zoning bylaw amendment.

Official plans and zoning bylaws of municipalities in Parkway Belt West should be so written or revised where legally possible to contain provisions to enhance and preserve the rural character of the area covered by the Plan. Such municipal regulation would involve restrictions on erection of signs and billboards, adequate maintenance of property, preservation of trees and architecturally or historically significant buildings and fostering of adequate agricultural practices.

(ii) Development Agreements

In order to conform to the Plan, every zoning bylaw or amendment applying to lands within Parkway Belt West must require, as a condition of any development or redevelopment of lands or buildings, an agreement regarding the provision and maintenance of the items set out in Section 35a of The Planning Act.

The standards in the agreement shall be adequate to ensure that the development or redevelopment meets the general and specific objectives of the Parkway Belt West Plan. In particular, the municipality shall ensure, to the extent possible under the authority of Section 35a of The Planning Act:

maintenance of existing vegetation, including hedgerows, woodlots and orchards

provision of adequate landscaping

preservation of existing landforms and physical features

protection of streams, ponds and marshes and natural wildlife habitats from detrimental effects of storm, surface and waste water.

The agreements shall be registered against the lands to which they apply.

(iii) Review

Reviews of the Plan and of official plans shall include examination

of the impact on Parkway Belt West objectives and policies of the cumulative effects of actions taken by ministries, agencies and authorities at the federal, provincial, municipal and private sector levels.

### 5.3.2 Control Actions in the Public Use Area

#### (a) Permitted Uses

Land designated as Public Use Area may be used for:

- (i) linear transportation, communication and utility facilities, including the necessary ancillary facilities and installations such as interchanges, transformer stations and treatment plants that are part of the linear distribution or collection networks
- (ii) public open space uses such as parks and conservation areas, golf courses, trails and buffer areas.

Maps 2 to 8 inclusive and Section 6 provide further detail about the locations and site conditions for permitted uses.

#### (b) Control by Zoning

Inasmuch as all the lands in the Public

Use Area will not be acquired by public authorities and since the lands that will in time be so acquired will not be purchased immediately after the approval of the Plan, the lands in the Public Use Area will be subject to the Minister's land use regulations and the zoning provisions set out in Section 5.3.1 of the Plan.

(c) Non-Conforming Uses in Public Use Area

Nothing in the Plan prevents the continuing use of any land, building or structure for a purpose not permitted by the Plan if such a use was existing and lawful on the date of passing of the initial bylaw to implement the Plan and as long as it continues to be used for that purpose and until such time as it is acquired for public use.

(d) Preservation of Natural Features

In order to help preserve desirable landscape features until such time as they are acquired for public open space uses, the Ministry of Natural Resources will provide field services including advice to landowners on woodlot and stream management and any other information necessary to protect the natural landscape.

5.3.3 Control Actions in the Complementary Use Area

(a) Permitted Uses

In order to maintain the rural, non-urban character of Parkway Belt West, municipal zoning bylaws implementing the Plan in the Complementary Use Area shall permit only the following kinds of uses of land, buildings or structures.

(i) Agricultural

low-density agricultural uses, including only such residences as are directly accessory to the farm operation.

(ii) Institutional

low-density, low-intensity, outdoor institutional uses, e.g., youth group campground, outdoor education centre, cemetery.

(iii) Commercial

low-density, low-intensity, outdoor recreational uses, e.g., riding stable, campground, golf course.

(iv) Public

necessary local public uses, e.g.,  
roads, utilities, transformer station.

Notwithstanding the foregoing provisions  
of Section 5.3.3 (a), existing development  
in the Complementary Use Area is recognized  
and the zoning bylaws passed to implement  
the Plan shall permit:

(v) Existing uses

the specific uses of land, build-  
ings or structures that were existing  
and lawful on the date of passing  
of the initial bylaw to implement  
the Plan.

Because of circumstances existing at the  
date of adoption of the Plan, the following  
uses of land, buildings or structures may  
be permitted in a few limited areas set  
out in Section 6 and in accordance with  
the provisions set out in Section 6:

(vi) Residential

single-family or two-family dwellings.

(vii) Industrial

low-density, low-intensity industrial uses.

All the uses set out here are not necessarily permitted in every part of every link of Parkway Belt West and are subject to the approval of the appropriate provincial and municipal authorities. More detailed provisions about the uses as they apply in each link are set out in Section 6.

(b) Control by Zoning

All amendments to municipal zoning bylaws that affect lands in the Complementary Use Area shall conform with the provisions of Section 5.3.1 of the Plan.

(c) Vacant Parcels of Land

A residential or an industrial building may be built on a vacant parcel of land legally created prior to June 4, 1973, only in those particular areas specified in Section 6 of the Plan and subject to the provisions set out in Section 6.

Advisory Board

E.M. Halliday, Commissioner

Recreation and Parks

June 12th, 1975.

**SUBJECT:** Interim Draft - Parkway Belt West Plan

**FROM:** Councillor McKechnie's request for review and consent by the Board.

**REMARKS:** The report has been reviewed and the following comments are submitted for the Board's consideration in formulating its advice or recommendations to Council.

Except in the Credit River area, the parkway belt through Mississauga is little other than a dressed up utility corridor. It presents little, if anything to relieve the need for regionally scaled parks in Mississauga and area. Recreation proposals are almost totally trails oriented and the aesthetics of these may be questioned when associated with utility or transportation facilities.

Reference 5.1.1 (a) on page 14 indicates land acquisition to be "by public authorities, including the Government of Ontario". Presumably, the City might be expected to share the acquisition costs. Alternately, the question may be raised relative to the city being re-imursed for lands presently owned in the Parkway Belt. Further questions of costs to be borne by the city arise from reference 5.1.2 (b) IV on page 16 relating to the provision and maintenance of landscaping which would present a substantial cost.

The question of boundary definitions is raised on page 39, clause 6.2.2. Council has discussed the re-alignment of the city's northern boundary from time to time. Possibly Council's intent in this regard should be made known officially to the Province at this time.

While the Etobicoke Creek trail system is commented upon in the Appendix to the report, its use in providing the break between Etobicoke and Mississauga has not been clearly identified

Page two.

in the body of the report and should be given further consideration in this regard.

Reference 5.3.2 (d) on page 23, indicates that the Ministry of Natural Resources will provide field services to assist in protecting the natural landscape. Such service should be taken advantage of at an early date.

While this is a conceptual planning report, the need for a land management body to be in operation from the day the first properties are acquired, should be stressed. Experience at Mirabel (New Montreal) Airport has indicated the desirability of encouraging the original owners to remain until the land can be developed for its intended use.

Finally, the land should be made accessible to the public at an early date. The Greenbelt surrounding Ottawa has been in public ownership for almost 20 years but relatively little of it accessible to the general public and has therefore been of little direct benefit from this respect.

Close liaison between city and provincial staff would be desirable in carrying the plan through the detailed design stage to implementation.

*E. M. Halliday*  
E. M. Halliday, Commissioner,  
Creation and Parks Department.

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

ITEM: 6 (iv)  
FILE: S.P. 163 ✓  
DATE: August 21, 1974

MEMORANDUM

TO D. J. Culhan, Chairman, and Member of the  
City of Mississauga Planning and Development  
Committee

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Mr. W. Newbound's resolution suggesting  
additional lands to be included in the  
Parkway Belt

ORIGIN At the February 6, 1974 meeting of the  
Planning and Development Committee a resolu-  
tion was presented by Mr. Newbound suggesting  
that the Parkway Belt be enlarged to include  
additional lands along the Mississauga/Etobicoke  
boundary. The Committee resolved that the  
proposed resolution be referred to the Planning  
Commissioner for a report.

COMMENTS Attached for the Committee's consideration  
is a copy of Mr. Newbound's resolution and  
a map showing a portion of the Parkway Belt  
as presently defined and the areas suggested  
for inclusion. Except for some lands along  
the west side of the Etobicoke Creek all of  
the suggested areas are within the Borough  
of Etobicoke.

At the present time the valley lands on the  
west side of the Etobicoke Creek proposed for  
inclusion in the Parkway Belt are designated  
in the Mississauga Official Plan as Greenbelt  
with the exception of Fleetwood Park designated  
as Park and Open Space. With respect to the  
lands in Etobicoke, the flood plain lands of  
the Humber River, the valley lands of the Mimico  
Creek and the Etobicoke Creek, including Marie  
Curtis Park are designated Public Open Space

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and the Markland Golf Club is designated private Open Space on the Etobicoke Official Plan. The lands of Humber College and the Woodbine Race Track are respectively designated Institutional and Industrial in the Etobicoke Official Plan for specific single purposes.

With respect to the objectives of the Parkway Belt to define the separate communities, the existing development of the two municipalities has, for the most part, precluded the provision of any additional spatial separation to that provided by the valley lands which are already designated open space along the common boundary of the municipalities. Also in regard to the goal to link communities with service corridors, the uses implicit in this recommendation do not appear to be compatible with the uses envisioned for these lands in the respective Official Plans of the two municipalities.

It is important to note that the Parkway Belt was not designed to contain any of the major river valleys such as the Credit, Etobicoke, Humber, Don or Rouge. In this regard the Province has advised that the intent was not to subject additional lands to the restrictions imposed by the Parkway Belt where no additional service corridors would be established or no new open space or recreational facilities are intended.

Similarly while both the lands of Humber College and the Woodbine Race Track have open space characteristics neither could perform multi-purpose functions described in the objectives of the Parkway Belt.

In view of the foregoing the uses envisioned by the respective Official Plans for the lands proposed to be included in the Parkway Belt appear to be compatible with objectives

- 3 -

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inherent in Mr. Newbound's resolution, and no additional benefits would appear to be achieved through their inclusion in the Parkway Belt.

It may be appropriate, however, to refer Mr. Newbound's resolution and this report to the Province for comment.

RECOMMENDATION OF PLANNING AND DEVELOPMENT COMMITTEE  
SEPTEMBER 4, 1974

That the Planning and Development Committee endorse Mr. Newbound's resolution as a desirable objective and request the planning staff to prepare a report to assist the Planning and Development Committee in implementing this resolution.

## RESOLUTION

SESSION 19 No.

MOVED BY W. C. Newbound

SECONDED BY

Whereas the attached statement by W. C. Newbound contemplates  
an application to the Province of Ontario by the City of  
Mississauga for an extension to the Parkway Belt,

And Whereas this would seem to be a desirable objective,

Therefore Be It Resolved that the Planning Director prepare  
a report on this matter for early consideration by the Planning  
Committee,

And Further that the Province and Etobicoke be notified of  
this study.

At the east end of the north boundary of the City, the Parkway Belt is approximately  $1\frac{1}{4}$  miles wide, and then extends to include the Clairville Conservation area. This expansion brings it south of Indian Line approximately  $\frac{1}{2}$  mile.

In retrospect it would seem appropriate that the belt be enlarged by including the future public floodplane lands of the Humber River, the semi-public lands of the Humber College, the private open space of Woodbine Race Track, the valley lands of the Mimico Creek, and then it could be a mini parkway belt following the Indian Line southerly to where it would meet the existing Airport Expressway, which is presently included in the Parkway Belt.

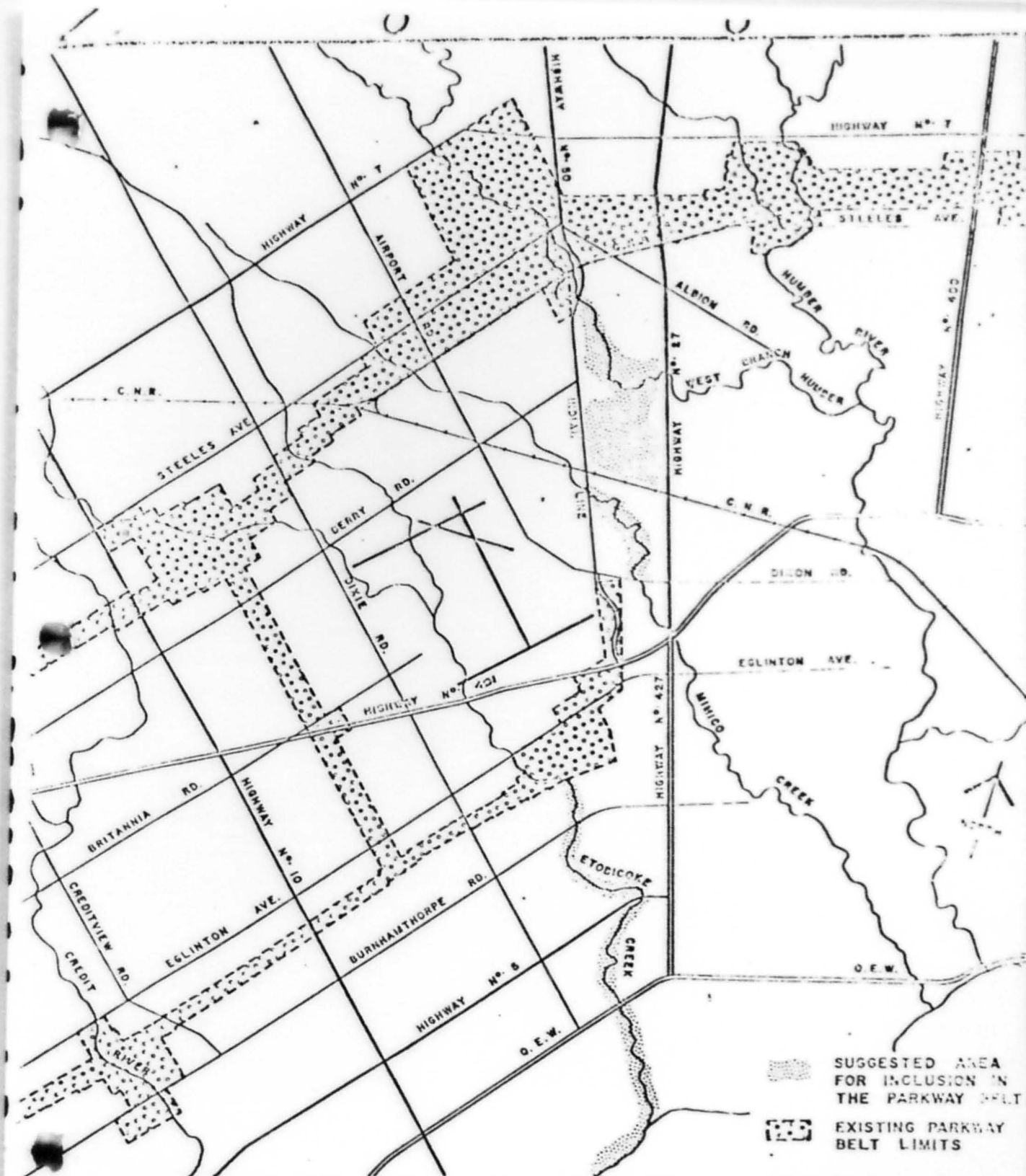
At this point there is a large area set aside as parkway belt. It would seem reasonable to extend southerly following the Etobicoke creek which at this point forms the City Boundary.

There are presently some areas of land which are compatible with the Parkway Belt use, ie. Fleetwood Park, Markland Golf Club, Marie Curtis Park plus smaller City Parks and private open space.

This would enable the Parkway Belt to more satisfactorily meet the criteria set down by the Province as follows:

1. To define and separate communities, giving residents a sense of community identity.
2. To link communities with service corridors that will move people, goods, and information, without disrupting the communities.
3. To place open space and recreational facilities near the lakeshore cities.

*W. C. Lushmore*



FILE NO.

APPLICATION

SCALE APPROX. 1" = 3000'

DWG NO. M-100

CITY OF MISSISSAUGA PLANNING DEPARTMENT

R-12

CITY OF MISSISSAUGA

To : The Mayor and Members  
of Council,  
City of Mississauga

Our File : 04-00-150.1.

September 18, 1975

Ladies & Gentlemen :

SUBJECT : Future Development and Transportation Requirements in the  
Burnhamthorpe Corridor.

ORIGIN : Council Resolution No. 287.

COMMENTS :

Introduction :

During the past few years, the City of Mississauga has experienced a fast rate of growth, adding up to 20,000 new residents per year. Generally, this new growth has taken place in relatively large developments such as Mississauga Valleys, Meadowvale and Erin Mills, and in keeping with this type of growth, two areas of development have been proposed along Burnhamthorpe Road adding up to 100,000 new residents during the period 1975 to 1983.

The development areas are shown in Exhibit 1 and encompass the area on the east commonly referred to as North-North Dixie, bounded by Etobicoke Creek, Burnhamthorpe Road, Cawthra Road and the proposed Parkway Belt, and the area on the west commonly referred to as North Cooksville, bounded by Mavis Road, the Parkway Belt, Cawthra Road and the C.P.R. tracks. The projected population increases during the period 1976 - 1983 as shown in the study sponsored by the developers are shown in Exhibit 2.

In conjunction with the development proposals a number of studies have been carried out 1, 2, 3, 4 (continued over)...

- 1) "North Dixie, North-North Dixie and North Cooksville Traffic Analysis by 1983"  
by Barton-Aschman Canada Limited and,  
De Leuw Cather, Canada Limited, April 1975
- 2) "Traffic Study for North Cooksville Area",  
by De Leuw Cather, Canada Limited, July 1974
- 3) "North-North Dixie Traffic Impact Study",  
by Peat, Marwick & Partners, June 1974
- 4) "Mississauga Urban Development and Transportation Study,  
volume 2 - Mississauga Transportation",  
by Peat, Marwick & Partners/IBI Group, March 1975.

continued ...



on the future transportation demands in this corridor, at the request of both the City of Mississauga and the developers involved, and each study has subsequently made numerous recommendations ranging right up to the constructing of a light rapid transit line along Burnhamthorpe Road in an attempt to provide facilities to satisfy the projected travel demands of the proposed residential and commercial developments.

Because of the significant size of these developments, the magnitude of the predicted resultant traffic impact on the existing road and transit facilities in the area, and the problems associated with crossing the Etobicoke Creek, Council in July 1974, decided to defer approval of any further major construction until these problems could be resolved satisfactorily. This report is an attempt to outline recommended solutions.

Summary of  
Findings :

1. The prospective developers of the North-North Dixie and North Cooksville Communities are proposing to add an additional 106,000 residents to the City's present population of 225,000 during the years 1975 - 1983.
2. Of the 106,000 new residents, housing for 28,700 consisting of 8,900 in the Rockwood, 13,000 in the Valleys, and 6,800 in the Meadows neighbourhoods, has already been committed and although it has been shown that these should be built during the period 1975 to 1980, the timing and mix of these areas cannot be influenced by the City of Mississauga.
3. At the present time, Burnhamthorpe Road carries approximately 1,600 autos westbound at Etobicoke Creek in the p.m. peak hour, and is therefore approaching design capacity. The "bottleneck" situation which exists at the two lane bridge at Etobicoke Creek is now being eliminated but severe congestion already exists between this point and Highway 427 in Etobicoke.
4. Burnhamthorpe Road is the only arterial road that provides direct access from Mississauga to Highway 427 for trips to employment areas in the downtown and northern areas of Toronto, and because of severe peak hour congestion currently occurring on Highway 401 and the Q.E.W. some traffic takes the alternate route along Burnhamthorpe Road. At the present time, 42% of all traffic approaching Highway 427 from the west in the a.m. peak travels north on Highway 427.

continued ...

5. Demographic and economic factors have resulted in a large percentage of Mississauga residents being employed in "white collar" jobs in Metropolitan Toronto; on the other hand the development of industrial areas in Mississauga has created jobs for non-resident "blue collar" workers. These two factors combine to create a high degree of cross commuting.
6. If the present provision of housing for people with above-average incomes and associated dependence upon white collar employment in Metropolitan Toronto continues into the future, very serious transportation problems will be inevitable.
7. To accommodate the expected travel demand resulting from the already committed developments referred to in Item 2, above, it will be necessary to make the following transportation improvements :
  - (i) Major reconstruction of the Highway 5/Dixie intersection, together with relatively minor improvements at other key intersections in the vicinity.
  - (ii) In order to provide additional continuous east-west capacity and internal service, Rathburn Road should be in operation as a four-lane arterial road between its intersection with Burnhamthorpe Road in the Rockwood neighbourhood and the western limit of committed development in the Meadows neighbourhood.
  - (iii) Go-transit commuter rail service on the CPR line should be provided to Streetsville and Meadowvale with the intermediate stations at Hurontario Street and Dixie Road.
  - (iv) Neighbourhood bus services should be provided from each of the neighbourhoods to travel express to the GO stations and TTC subway terminal at Islington and later at Kipling. There should be good schedule integration with the GO trains.
  - (v) Bus services on other routes within Mississauga should be progressively and continually improved in terms of frequency of service and passenger comfort/convenience in order to provide a level of service which will increase the use of public transit to and from all areas of Mississauga, and therefore indirectly provide additional auto capacity.

continued ...

8. The committed areas in Rockwood and the Meadows represent partial development of two communities. On the basis of the desirability of completing neighbourhood development as quickly as possible, so that the provision of the amenities of development considered fundamental to the quality of life are not indefinitely delayed, these two neighbourhoods should be allowed to develop. However, to accommodate an additional 6,100 residents in Rockwood and up to 3,000 residents in the Meadows between the area already committed and Cawthra Road will require the following improvements in addition to those already outlined in Item 7 above:

- (i) The existing access into Etobicoke on Eglinton Avenue should be fully utilized by constructing this road to four lanes between its intersection with Cawthra Road and Renforth Drive in order to provide additional capacity into Etobicoke.
- (ii) Fieldgate Drive should be constructed north across the proposed Parkway Belt to meet Eglinton Avenue in order to provide an additional northern outlet from the Rockwood neighbourhood.
- (iii) Travel by public transit especially for Toronto oriented trips should be encouraged by decreasing transit travel times. A first step in this direction would be the implementation of reserved bus lanes on Dundas Street between Dixie Road and the Etobicoke boundary.

9. To accommodate the expected travel demand resulting from full development of the North-North Dixie and North Cooksville communities, it will be necessary to carry out the following improvements on the transportation system in addition to those already outlined in items 7 and 8 above (all required improvements are shown in Exhibits 3 and 4):

- (i) In order to provide additional access to Highway 401 for trips to the northern areas of Toronto and thereby relieve the traffic burden placed on Burnhamthorpe Road, the Provincial Government must construct Highway 403 between the Highway 401/410 interchange and Highway 10 along the Hydro right-of-way. At the same time, Cawthra Road between Burnhamthorpe Road and Highway 403 should be constructed to four lanes. If the present alignment of Highway 403 is rejected for any reason then Cawthra Road must be extended all the way up to meet the

continued ...

401/410 interchange. Furthermore, Highway 403 should continue on down the Oakville/Mississauga boundary to the Q.E.W. thereby relieving the congestion on this facility so that automobile trips into the southern areas of Toronto from the proposed developments will be along the Q.E.W. via the north-south arterials in Mississauga.

- (ii) The proposed Streetsville GO transit commuter rail service should be utilized to its fullest possible extent and in order to encourage its use, the Government of Ontario must implement full rather than limited service when this service is introduced in 1978. At the same time, Mississauga Transit must provide a high level of support through schedule integration with the GO trains at the Dixie and Hurontario stations.
- (iii) In order to accommodate the predicted increase in Mississauga-Toronto work trips from the North-North Dixie and North Cooksville developments, it will be necessary to provide frequent, high quality rapid bus service by adding reserved (exclusive) bus lanes on sections of Burnhamthorpe Road, Dixie Road and Dundas Street with priority being given to buses at signalized intersections (see concept in Exhibit 5). Light rail transit along Burnhamthorpe Road is not required up to 1983; however, the option to build a light rail transit facility along the north side of Burnhamthorpe Road should be kept open until completion of the Official Plan Review.
- (iv) Transit riding habits must be encouraged from the outset by providing services commencing in the individual neighbourhoods and travelling along the reserved bus lanes to the GO train stations and the TTC's subway terminal. Initially these services should be at 15 minute headways in the peak periods, increasing in frequency as demand increases down to an ultimate neighbourhood service headway of possibly five minutes. Existing bus services to employment centres in Mississauga should also have increased frequencies.
- (v) Eglinton Avenue must be constructed as a four-lane arterial all the way between the Etobicoke boundary and Highway 10 and Tomken Road must be built as a four lane arterial north of Burnhamthorpe Road.

continued ...

(vi) Rathburn Road should be extended westward to Highway 10 and then around Square One to the proposed City Core. The Rathburn Road crossing of Etobicoke Creek should also be built at the completion of this development.

(vii) Because of the increase in north-south travel, it will be necessary to construct Dixie Road between Burnhamthorpe Road and Highway 401 and Hurontario Street between Burnhamthorpe Road and Highway 403 as six lane arterials.

10. If the developers' proposed population increase schedule as shown in Exhibit 2 is to be accommodated, it will be necessary to construct the improvements outlined in Item 9 as per the schedule shown in Exhibit 6.

11. The total capital cost of all roadworks (excluding Rathburn Road) and buses is approximately \$44 million. Of this amount the City's share is \$11 million over and above those projects already tentatively scheduled on the five year capital works program assuming current rates of Provincial subsidy apply in all cases. In addition there is the City's share of an estimated annual operating deficit of \$1.4 million for the 70 buses required.

RECOMMENDATIONS : In view of the findings of the study, the following recommendations are made :

A. General

1. That this report be regarded as an interim report to provide the transportation basis for decisions on development along the Burnhamthorpe corridor until the completion of the Official Plan Review which will then provide the basis for subsequent decisions.
2. That because of the financial burden placed on the City of Mississauga to pay its share of the \$44 million cost to upgrade the system during the next eight years, the developers and the Provincial Government provide additional financing towards the road construction and bus capital and operating costs, and that any further release for development must be dependent upon financial guarantees being obtained.
3. That the City of Mississauga should actively promote more commercial development in the proposed City Core area to encourage two-way commuter rail travel and a higher percentage of internal trips. To accomplish this the City should make a concerted effort to petition the Federal Government through the Ministry of State for Urban Affairs and the Provincial Government, to participate in the development and funding of the City Core.
4. That the arterial roads in the City be preserved to perform their primary function of carrying the bulk of through traffic and consequently, unnecessary signals and accesses which reduce the capacity of these facilities should be discouraged.

B. Development Already Committed

1. That since housing for an additional 28,700 residents is already committed in the Rockwood, Meadows and Valleys neighbourhoods, steps be taken immediately to carry out the following road and transit improvements:
  - (i) Major reconstruction of the Highway 5/Dixie intersection, together with relatively minor improvements at other key intersections in the vicinity.
  - (ii) Provision of additional continuous east-west capacity and internal service by constructing Rathburn Road as a four-lane arterial road between its intersection with Burnhamthorpe Road in the Rockwood neighbourhood and the western limit of committed development in the Meadows neighbourhood.

continued ...

- (iii) Go-Transit commuter rail service on the CPR line should be provided to Streetsville and Meadowvale by the Province with the intermediate stations at Hurontario Street and Dixie Road.
  - (iv) Provision of neighbourhood bus services from each of the neighbourhoods to travel express to the GO stations and TTC subway terminal at Islington and later at Kipling. There should be good schedule integration with the GO trains.
  - (v) Bus services on other routes within Mississauga should be progressively and continually improved in terms of frequency of service and passenger comfort/ convenience in order to provide a level of service which will increase the use of public transit to and from all areas of Mississauga, and therefore indirectly provide additional auto capacity.
- 2. That staff be authorized to commence negotiations with the developers involved in the committed areas for financial contributions towards road and transit improvements.
  - 3. That the City petition the Provincial Government through the Ministry of Housing to implement their housing program in these developments.

C. Completion of the Rockwood and Meadows Neighbourhoods

That further development to complete the Rockwood neighbourhood and the Meadows neighbourhood between the east branch of Cooksville Creek and Cawthra Road be permitted when the following conditions are satisfied :

- 1. The majority of the uncommitted housing in these areas should be geared to low and middle income families, and in order to achieve this objective, financial assistance through the Provincial Government should be sought.
- 2. The development is phased to bring the units geared to lower income families onto the market either before or at the same time as the more expensive units.
- 3. Financial funding of the following transportation improvements is provided :
  - (i) Eglinton Avenue be reconstructed to a four-lane arterial road from its intersection with Cawthra Road to Renforth Drive.

continued ...

(ii) Fieldgate Drive constructed north to meet Eglinton Avenue.

(iii) Travel by public transit especially for Toronto oriented trips is encouraged by decreasing transit travel times through the implementation of reserved bus lanes on Dundas Street between Dixie Road and the Etobicoke boundary.

This approach is appropriate to any further development in this corridor.

D. Full Development of North-North Dixie and North Cooksville

That development of the remainder of these areas not be permitted until the completion of the Official Plan Review. At that time, the feasibility of achieving a more balanced mix of housing and jobs and the future role of intermediate capacity transit will have been determined.

E. Public Review

That before any firm recommendations are made by Council a joint meeting of Planning Committee and Council be convened to discuss the recommendations of this report with affected land owners.



I.F. MARKSON,  
City Manager.

cc Members of Management Team

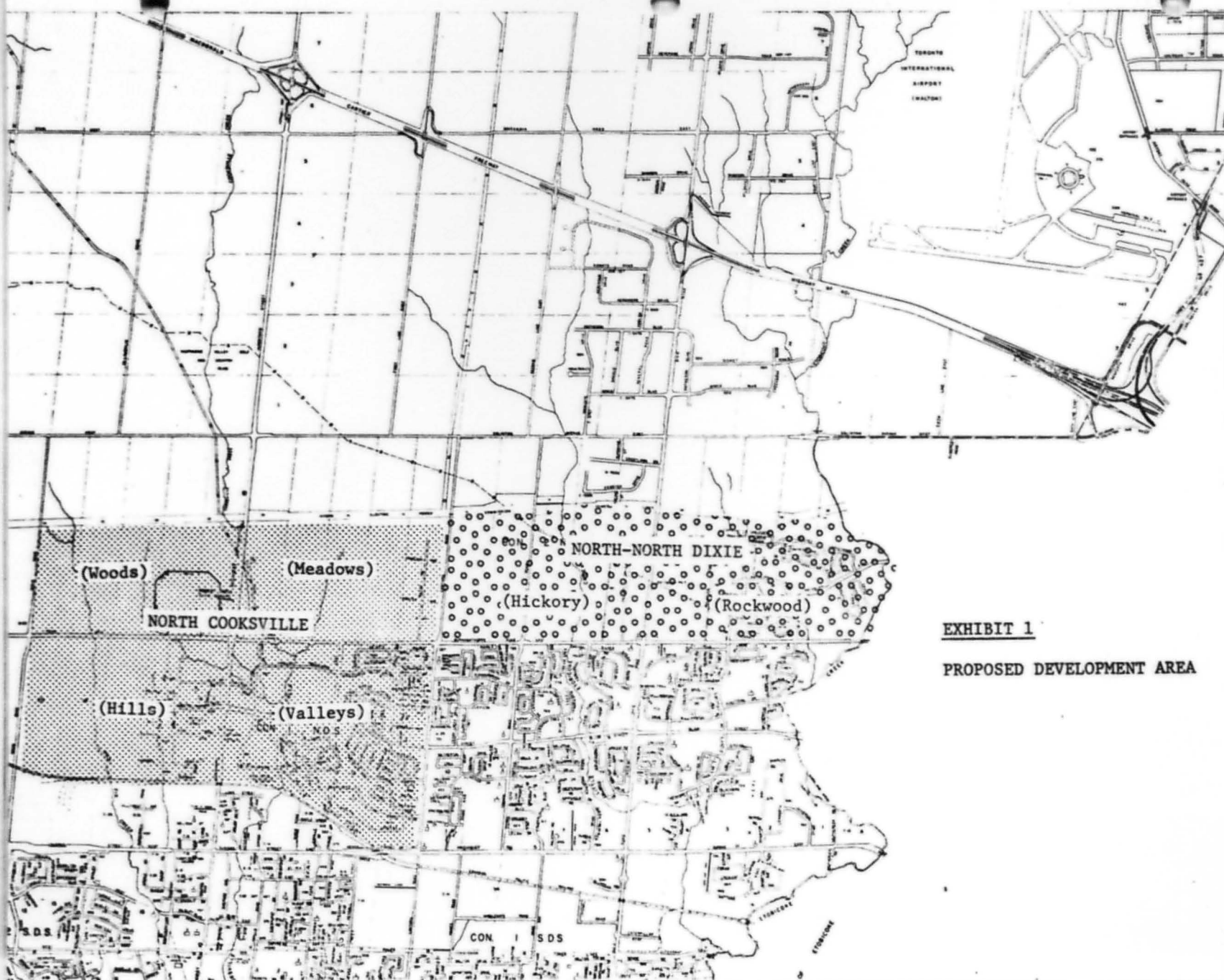


EXHIBIT 1

PROPOSED DEVELOPMENT AREA

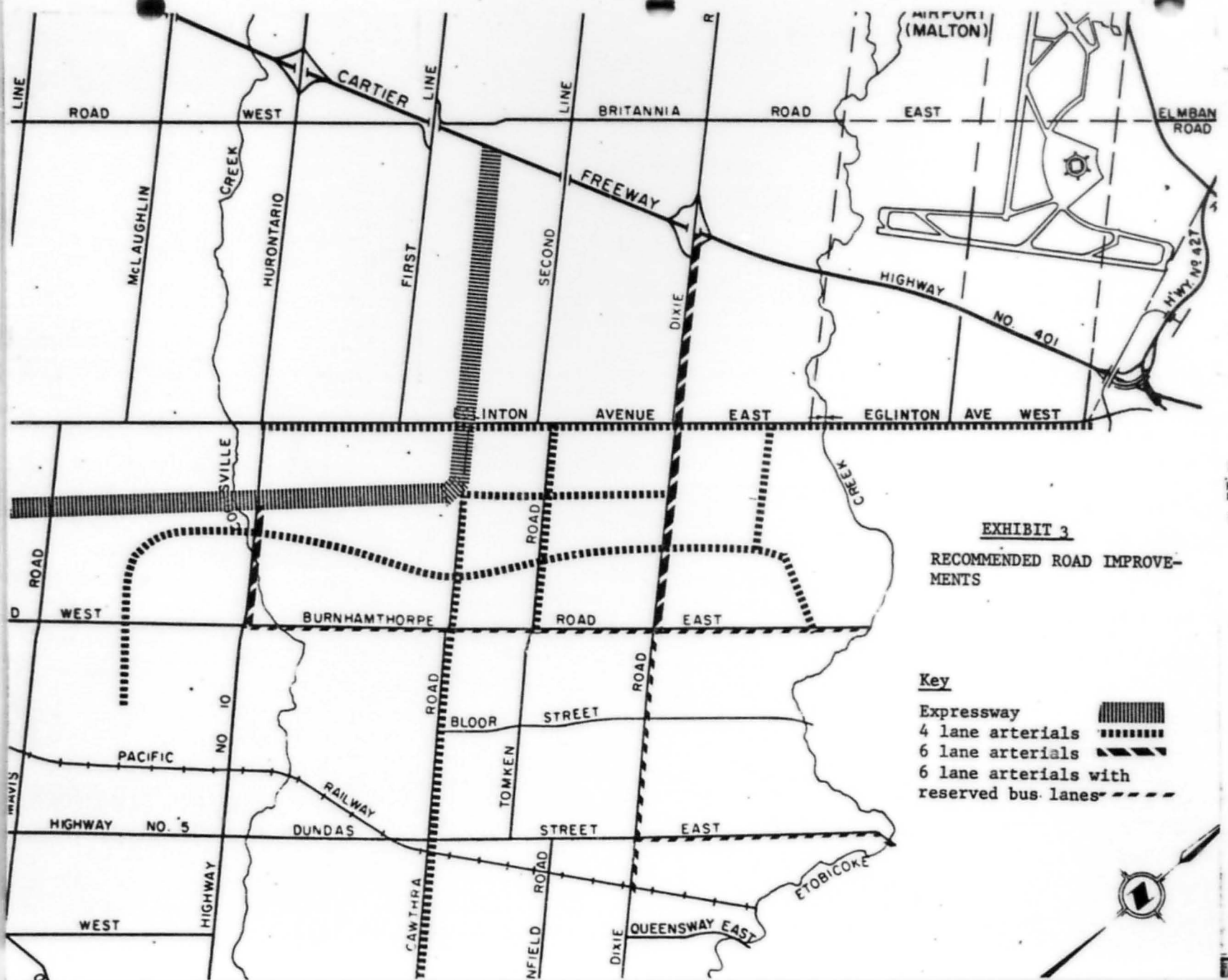
EXHIBIT 2

POPULATION PROJECTIONS\*: 1976 - 1983\*\*

	Subtotals					Totals				
	1976	1977	1978	1976-1978	1979	1980	1981	1982	1983	1976-1983
<u>North Cooksville</u>										
Hills	--	200	500	700	1000	4639	5834	4419	2553	19145
Meadows	217	1539	2623	4379	2896	5976	4157	2720	--	20128
Woods	--	--	--	--	801	1844	2335	2231	1200	8411
Valleys	2300	2300	2300	6900	2300	2300	2300	2300	2300	18400
<u>North Dixie</u>										
(infill)	1200	1200	1200	3600	1200	1200	1200	1200	1200	9600
<u>North-North Dixie</u>										
Rockwood	1574	1742	2603	5919	2663	2731	2439	1198	--	14950
Hickory	--	1528	2463	3991	4243	2815	2088	1126	1196	15459
Totals	5291	8509	11689	25489	15103	21505	20353	15194	8449	106093

\* Source: S. B. McLaughlin Associates Ltd. and The North-North Dixie Development Group.  
Figures do not include existing (1975) population.

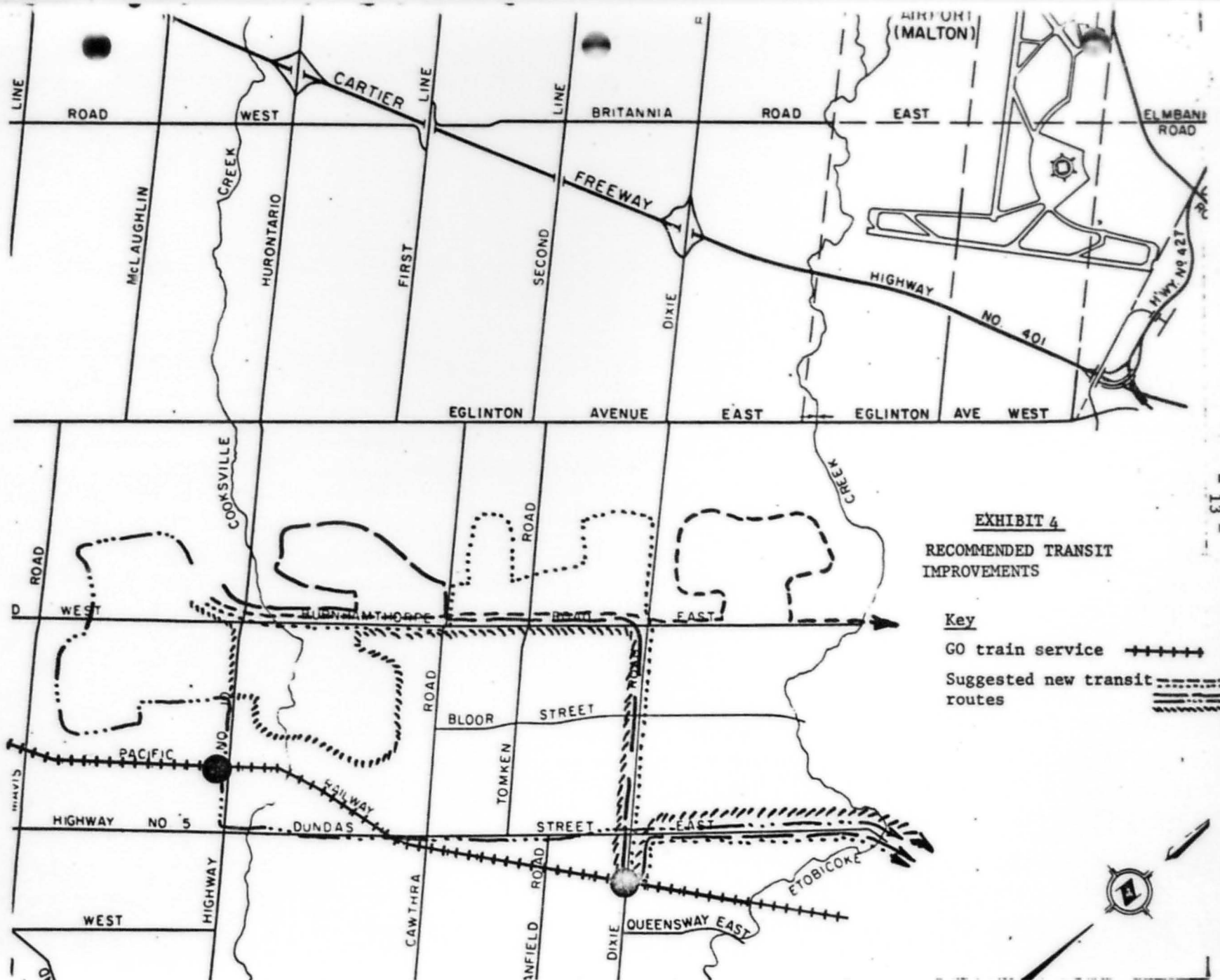
\*\* Figures are not cumulative.



**EXHIBIT 3**  
RECOMMENDED ROAD IMPROVEMENTS

**Key**

- Expressway
- 4 lane arterials
- 6 lane arterials
- 6 lane arterials with reserved bus lanes



## TRAFFIC SIGNAL PRIORITY

The bus operator is able to activate the signal by means of a foot-pedal in the bus so that if his signal is red, the controller returns to green as soon as the minimum cross street green time has elapsed or if his signal is green he can receive additional green time.

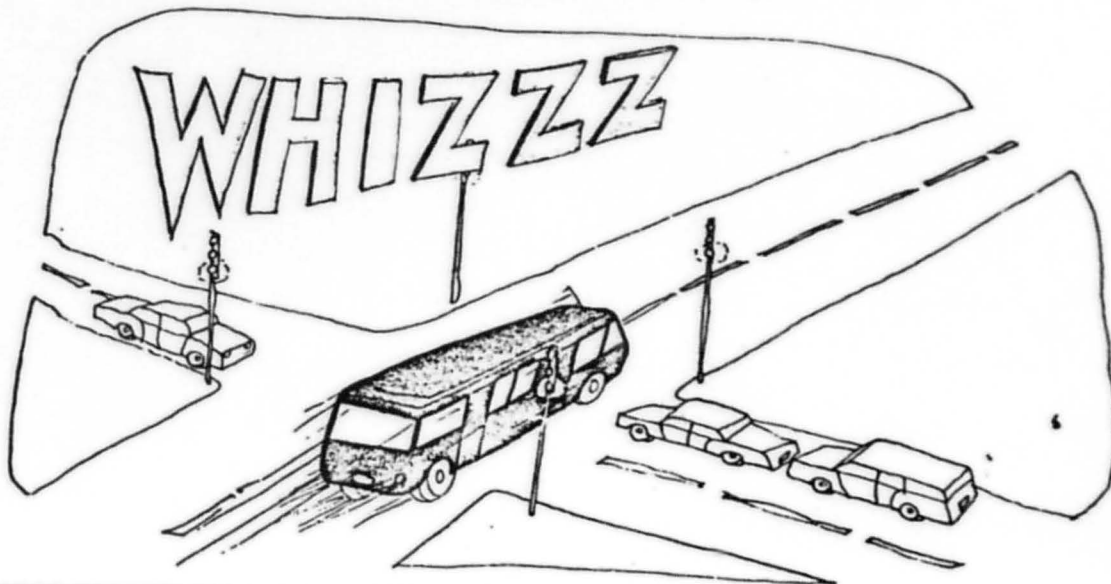
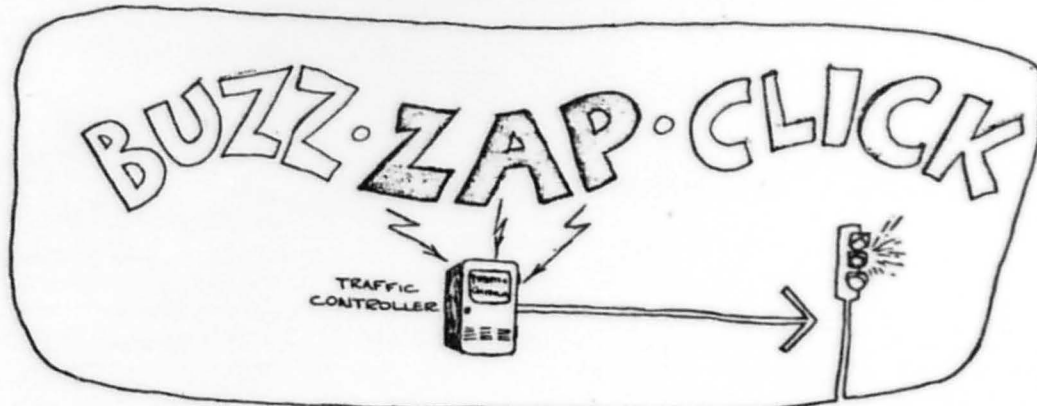
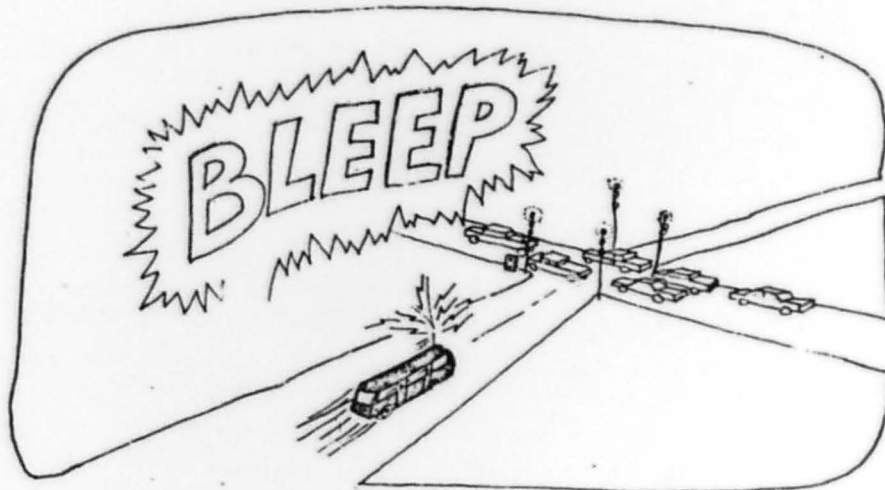


EXHIBIT 6  
PROPOSED CONSTRUCTION SCHEDULE

FACILITY	JURIS- DICTION	LENGTH	ADDITION	COST (millions)	1975	1976	1977	1978	1979	1980	1981	1982	1983
Streetsville GO	P	-	New	-				X					
Highway 403-Highway 401 to Highway 10	P	-	New	-					X				
Cawthra-Q.E.W. to Burnhamthorpe	R	12000 ft	+ 2 L	9.2				X					
-Burnhamthorpe to Highway 403	R	2000 ft	+ 2 L	1.0					X				
Eglinton-Dixie to Renforth	C	13500 ft	+ 2 L	5.			X						
-Highway 10 to Dixie	C	13500 ft	+ 2 L	3.2				X					
Fieldgate Drive Extension	C	3000 ft	4 L New	1.5				X					
Tomken-Burnhamthorpe to Eglinton	C	7000 ft	+ 2 L	2.5					X				
Dixie-GO Station to Burnhamthorpe	R	8500	+ 2 RBL	2.2					X				
-Burnhamthorpe to Highway 401	R	12000 ft	+ 2 L	3.6							X		
Hurontario-Burnhamthorpe to Highway 403	P	3000	+ 2 L	1.1						X			
Burnhamthorpe-Hurontario to Dixie	C	13500 ft	+ 2 RBL	3.6						X			
-Dixie to Etobicoke Creek	C	7000 ft	+ 2 RBL	2.2								X	
Dundas-Dixie to Etobicoke Creek	CL	8000 ft	+ 2 RBL	1.5				X					
Buses	C	-	-			10	16	8	8	7	7	7	7

LEGEND: Jurisdiction P - Province of Ontario  
R - Region of Peel  
C - City of Mississauga  
CL - Connecting Link

Addition L - Lanes  
RBL - Reserved Bus Lanes

*x tra*

<b>RECEIVED</b>
REGISTRY NO. <i>8573</i>
DATE SEP 22 1975
FILE NO.
CLERK'S DEPARTMENT

April 28, 1975.

File: OZ/16/74

Mr. E. S. McCarty,  
Mesh Limited,  
41 Robinglade Drive,  
Islington, Ontario.

Dear Sir:

re: Proposed Apartments at Rosewood Avenue

This is further to our telephone discussions today.

Having reviewed the file again, my opinion of the development proposal at the Rosewood Avenue property would be the same as contained in the staff report dated February 19, 1975; namely, that the density for residential development should be limited to 0.35 coverage (which is the same standard as Mississauga zoning category RM3D1) until policies stemming from the Official Plan Review indicate other acceptable land uses.

To the west of your site facing Hurontario Street are lands zoned R4, which were recently made the subject of a holding by-law by Council. R4 lands on the west side of Hurontario Street are also placed in this holding category. This holding by-law is designed to restrict high density development until problems relating to traffic, sanitary sewers, and land uses generally have been resolved by a review and updating of the Port Credit Official Plan. It would be inconsistent with this holding by-law to recommend R4 density on the Rosewood Avenue site. I should mention that the Ontario Municipal Board recently passed a holding by-law for the R4 lands between Mississauga Road and Front Street, thereby recognizing that the Port Credit Official Plan is out of date and that the area has problems to be solved before being subject to further high density development.

As you know, the staff does not especially favour this property for a senior citizens' project due to the proximity of the rail tracks to the north. The presence of the house on the corner of Rosewood Avenue and Park Street is also a limiting factor not yet resolved.

.....2

Mr. E. S. McCarty

- 2 -

April 28, 1975.

Although Council instructed staff to work with you for the purpose of resolving your application, we appear to be at an impasse with regard to Council's current policies vis a vis the economic constraints of residential development on this site. If, therefore, you wish to pursue a proposal for senior citizens' apartments at an overall density of 1.5 (including the house on the corner of Rosewood Avenue and Park Street), I suggest that you approach General Committee and seek an approval in principle. If you are successful, staff would have a new basis on which to work with you.

Yours very truly,

JD:el

J. Dorrell,  
Deputy-Commissioner of Planning.

cc: D. R. Turcotte